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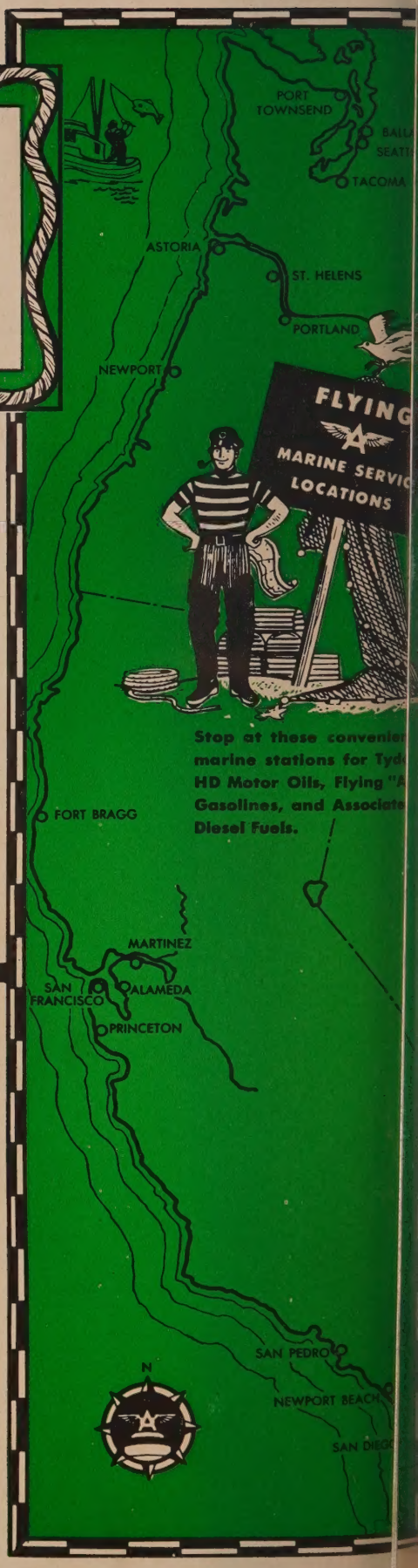

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PACIFIC FISHERMAN

st, 1953 Volume 51, No. 9

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GOOD NEWS— "Better Than Ever"

DREAM AND HOPE of the optimists for years has been that the Sockeye salmon resources of the Fraser River not only could be "restored," but that they also could be built-up by biology, management and engineering until they were greater and better than ever.

That dream became more than a dream this summer, and at least a part of that hope became an accomplished fact.

The catch of Fraser Sockeyes during the early season to July 10 consisted of about 700,000 fish—*breaking every known record* for production during that period of the season. This includes all of the years since the beginnings of the fishery and its records—the years before the Hell's Gate disaster of 1913 as well as those after it.

This remarkable early run was composed exclusively of fish native to the spawning areas of the Stuart River, a westerly tributary of the Fraser 700 miles upstream. Prior to the international undertaking to restore the salmon resource of the Fraser, the Stuart system was virtually barren of Sockeye; and even before 1913 the Stuart run was marked by wide swings of abundance—which we know now resulted from natural "block" conditions at Hell's Gate. The slide of 1913 extended and intensified that block. International biology and engineering have removed the block and have opened Hell's Gate at all times to the migrating Sockeye.

The Stuart catch of 1953—full 700,000 fish—is *important;* but perhaps its greatest importance lies in the proof it gives of the boundless possibilities of the Fraser project.

The Stuart is only one spectacularly plain demonstration of these possibilities. Before 1913 the Quesnel run of Sockeye was vastly more important than that to the Stuart. It was virtually exterminated by the Hell's Gate disaster, plus the ill-advised construction of a mining dam.

Today's Hell's Gate is open; the dam is gone; the Sockeye are coming back, and Loyd A. Royal, director of the Fraser River enterprise, ventures to say for publication:

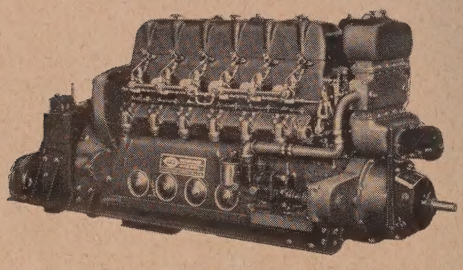
"The once-great Quesnel River Sockeye run is expected to reappear in abundance in the Fraser River fishery later this year for the first time since 1913."

There are problems aplenty still to be solved; and there will be years when the salmon in their vagaries will refute every rule and confound every biologist—but progress is plain and the possibilities of the future are bright as a Sockeye himself.

P&H MARINE DIESEL 2-cycle...

gives Uranus

"NEW LEASE ON LIFE!"



P&H Marine Diesel, 6-cylinder, 138 h.p. Note its compact, space-saving size, its clean, well-ordered design.

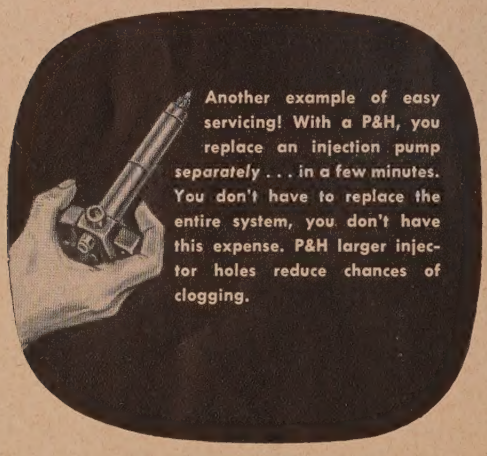
That's what Capt. Emile De Silvey says of the P&H M Diesel that repowers the 54-foot "Uranus" of the Miss Seafood Patrol.

"The recently installed P&H Diesel Engine has given my vessel new lease on life. We are often at sea as much as 7 days and have found that the 138 continuous horsepower developed by ou 6-cylinder P&H Diesel is ample to carry on the rugged duties the Mississippi Conservation Dept.

"It's indeed a fine engine and responds instantly to control making the job of skippering an easy one. I recommend P& Diesels to the fishing industry everywhere.

Capt. De Silvey is a diesel expert in anybody's book. years on the water bear this out. That's why he appre P&H more advanced 2-cycle design—and what it mea surprising economy, in downright dependability, and in a of maintenance never before attained in diesels.

Imagine this: If servicing is ever needed, you can rep complete P&H cylinder assembly in less than an hour! "unitized" design gives you liner, head, piston and rod- one lightweight, easy-to-handle, interchangeable unit. N to even drop the pan! You do the job alone, anywhere. N lay-ups with a P&H! You spend more time fishing and ea



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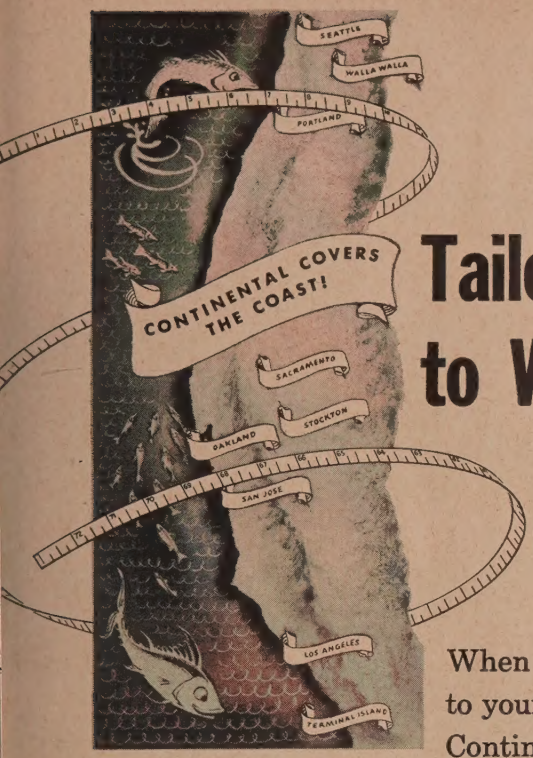

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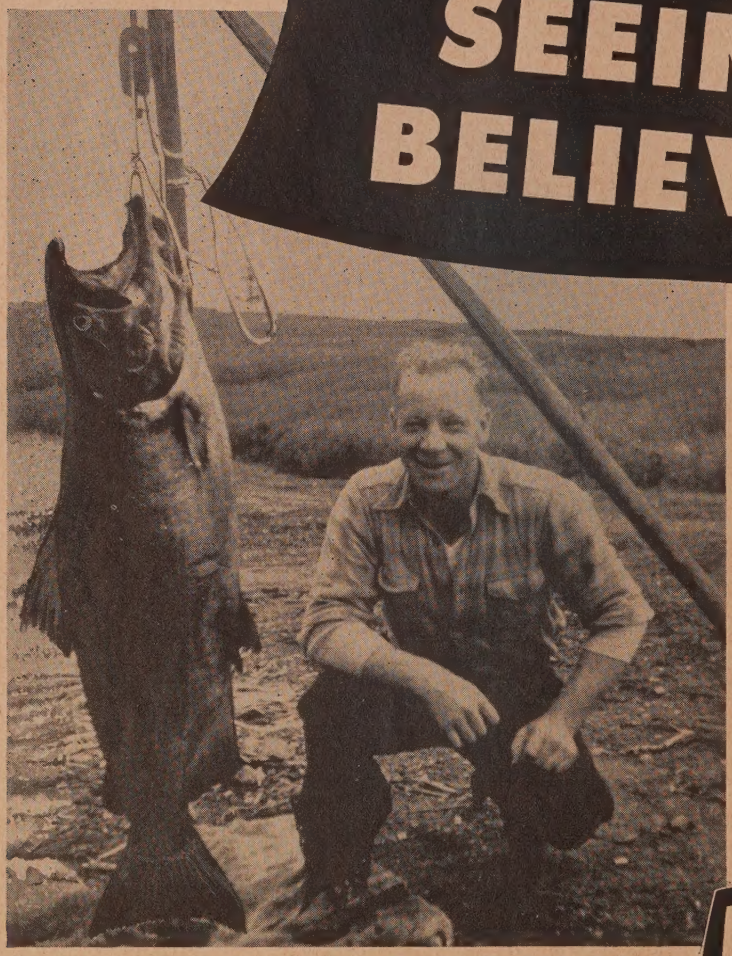
SEEING IS BELIEVING!



Remember when you lose a Salmo you are a three time loser. Firs you lose the profit of that fis Second you lose time. Third yo lose money due to cost of mendin or replacement. Buy Pauls "LO KNOT" Gill Netting, made with th only knot that will not slip, mad of Nylon, preventing loss of fis 100% . . . Buy Pauls "LOCKNOT Gill Netting on your next trip o . . . Talk with any of the deale listed below, they can give yo many facts about this exclusiv "LOCKNOT" which has proven i merit over the years.

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One of the score of safety features is its brilliant coral color, outstanding for being sighted from considerable distances. Compact . . . the entire set (metal cabinet, automatic keyer, hand generator for power supply and complete antenna system) weighs less than 60 pounds.

Collapsible aluminum rod antenna, stowed in front cover, can easily be assembled. It is then set into insulated socket atop cabinet and extends to a height of 15 feet.

Rugged, watertight (*it will float*); it is easily clamped to the thwart of a lifeboat. Special metal mounting rack with spare parts box for stowing and testing aboard ship is included.

The Radiomarine Model ET-8053 is type approved in compliance with the Rules and Regulations of the Federal Communications Commission and also exceeds the requirements of the International Convention for Safety of Life at Sea.

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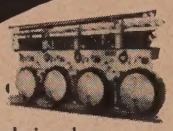

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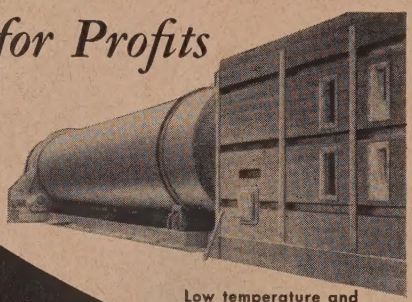

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GOLD MEDAL & BARBOUR'S TWINE— for hanging, mending or hand-knitting. Thes twines are of the same high quality as the net ting. **GOLD MEDAL & BARBOUR'S TWIN** are spun from the highest quality fibres, uni form in size and free from knots.

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n reefnet gear fish-
Sockeye salmon at
ge Point, Lummi
d, Puget Sound.
modern adaptation
imitive gear was
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early season fish-
ased on the early
rt Sockeye run,
n was the best
- season run in
y years. Crew
bers of one of the
Roberts reefnets
d $1,000 each for
veek from June 28
ly 4. (Photo by
ington State De-
nent of Fisheries.)

romise For the Future
the Brightest Aspect
f Early Salmon Season

IGHTEST ASPECT of the early almon season of 1953 lay in its romise for the future rather s yield for the present.

e was more than a little reason eve as this issue went to press he Red salmon supply would be short—*probably less than in*

was disappointing, but not larly surprising to those who the situation closely, and who heir expectations on evidence nderstanding beyond a mere unt from the cycle year.

Scientists found scant reason to expect a good run on Bristol Bay this summer, and packers who followed the research with understanding were inclined to play their cards close, consolidating operations to the ultimate.

It would appear that they were right.

High Survival Indicated

Where lies the promise of the present for the production of future years? In the downstream migrations noted from Bristol Bay rivers. This is believed to have been exceptionally good, despite the fact that the migrants of 1953 are the progeny of scant escapements on the Nushagak at least.

This knowledge supplements even brighter prospects from earlier researches. At the Salmon Research Conference last spring Dr. W. F. Thompson and his Fisheries Research Institute staff reported that there was reason to believe that the seaward migration from the 1950 spawning was many times greater than the migration from that of 1949. (The four-year-olds of the 1950 spawning

may be expected in 1954; just as the four-year-old wave of the 1949 spawning makes up a substantial part of the run this season.)

This year's good downstream migration came from the all-time low run of 1951, which would tend to indicate a *superior productivity* of the 1951 spawners, or an unusually *good survival* rate of the young fish, or both.

Tall Tales Are Told, Seeking Longer Fishing

Early season on Bristol Bay produced the to-be-expected demands from the resident fishermen's union for wider opening of the fishery. There were stories of walking across the river dry-shod on the backs of salmon, and other tales about as tall. Well, they worked before the Committee on Territories and Insular Affairs and in the Department of the Interior last spring. Why not try 'em again.

In Seattle, Ted Nakkerud, Seattle agent for the Bering Sea Fishermen's Union was reported as saying that so many were "taken this year that some have had to be transferred to nearby Naknek for canning."

Sure, because there weren't enough fish to permit canning on the Nushagak.

Bristol Bay prices were the same as last year: 44c for power boat fish; 47c for those taken with sailboats; 70c for those taken with the fishermen's own gear. There were some "fringe" provisions which tended to increase costs somewhat.

S.E. Seiners Lose Time

In Southeast Alaska no agreement had been announced with the purse seiners to the time this was written; but traps were fishing in the early-opening northern districts.

Fair fishing was reported in Icy Strait, although results were not nearly so good in the northern portion of Chatham Strait. This is expected to prove the more productive year of the Pink salmon cycle in Southeast Alaska, but at time of writing it was too early for any concrete evidence.

"Early Stuart" Run Proves Fraser Rebuilding

British Columbia and Puget Sound fishing were featured by the surprisingly good production from the early Stuart Lake run. (Here again it should be understood that the *evidence of progress* in rebuilding of the resource is in a measure of greater importance than the actual quantity of salmon taken).

The 320,000 Sockeye taken from this Early Stuart run won't make or break a season, but the proof they give of rebuilding in the upper lake systems of the Fraser is good news indeed for all British Columbia and the Pacific Northwest.

An interesting aspect of the Puget Sound-Fraser River situation during this run was the surprising production of the American gillnets and reefnets. This gear fished from the start of the season; but the purse seiners, doubting that the Early Stuart run would come up to its billing, held-out for higher prices until July 6, when the Stuart run of course was tapering-off.

With the purse seine fleet idle, all but a very few boats, the American gillnets and reef nets for the season to July 4 caught almost exactly as many fish as the Canadian fleet, with all forms of gear fishing.

Gillnets and Reefnets Do Surprisingly Well

A large increase in the number of American gillnetters fishing Puget Sound is noted this year; while some close observers believe that the high efficiency of nylon gillnets has meant a substantial increase in the average take per gillnet.

In any event, the number of gillnets on Puget Sound this season appears to be approximately 250 — at least equal to the seine fleet; plus about 80 reefnets.

Some of the reefnets and gillnets in particular did astonishingly well during the early run, a condition which was probably due in large measure to the idleness of the seiners.

The crew one one reefnetter, Bob Largo, fishing at Point Roberts is said to have *shared $1,000 per man for the week* from June 28 through July 4.

Gillnetters clearing $500 for that week seemed to be about the average.

The British Columbia purse seine operations were featured by a fleet of about 40 big purse seiners of the herring type fishing off Bonilla Point with deep nets, power skiffs and ability to keep the sea. They did fairly well on Sockeyes, and took about an equal number of Cohoes, which of course do not appear in the Sockeye Commission reports.

Puget Price Settlement Reached at Lower Level

Eventual settlement of the Puget Sound purse seiners strike, which permitted the boats to start fishing July 6, followed the pattern of the Canadian deal.

Seiners eventually voted to accept 26c per lb. for Sockeyes, down from 28c last year. The Pink price is 11½c, as compared with 14c; Silvers bring 13c, against 20c; and Kings 14c, against 18c in 1952.

While the price marked a realistic downward revision in view of the lower prices of foods competing with salmon, it must be acknowledged that the ink wasn't dry on the settlement before some packers were offering bonuses, which were said to run as high as 3c per lb. in the cas Sockeyes.

Columbia River Disappoints

Columbia River fishing follo the resumption late in June was erally disappointing. Gillnetters counted upon getting a good cat Bluebacks (the local Columbia name for Sockeyes or Reds), bu actual results were scant. On other hand, the count of Blueback the Bonneville fishways showed a prisingly good run, which made i dent that the fishermen had misse little fish somewhere, by the late son or unfavorable water condi or both.

"Saipan" Enters Japane Salmon-Tuna Operatio

The freezership *Saipan,* whic Columbia River Packers Associ sold recently to Japanese inte will be employed by them i North Pacific salmon trade as as South Pacific tuna freezershi erations. This on the authority article published in the Japanes rine press early in June.

Saipan will not engage in th mon fishery this summer, but i pected to do so in 1954. In the ti time, she is billed to make thre peditions to equatorial water tuna; and was scheduled to s the first of these trips in July. tuna operations she will be s by six 10-ton fishing boats whic be carried aboard the mothersh is anticipated that each trip wil duce up to 1,300 tons; and th Yellowfin tuna taken will be s the Columbia River Packers A tion. Price is reported unofficia $225-230 per ton fob. Japan; or 300 cif. Astoria.

Saipan was converted to fr ship duty from an LST. Her price to the Japanese is report $430,000; of which the Japanese says "the company got $210,(foreign exchange from the can Bank, supplied $170,000 fr own receipts and capital; and the $50,000 balance with a 6-m note."

Ed Dahlgren to Assist Indonesian Fisheries

Edwin H. Dahlgren, federal ies biologist long connected w studies of the Alaska herri source, and more lately enga North Atlantic biological stu now in Indonesia on a two-y signment to assist with expan the cooperative fisheries devel program under way there.

Dr. Willis H. Rich, once aga the Fish and Wildlife Servic recently completed an examina the program, recommended i tinuance and urged that Mr. D be assigned to the project.

The tuna auction in Honolulu, with John Tachibana, "boss man" and auctioneer, selling the Hawaiian Fishing Co. catch. Most of the fish are Yellowfin tuna, with some marlin at both ends of the row on the right. Note how the fish have been nicked at the tail so quality can be checked. Any fish not bid-in at the auction for the fresh trade are available to the Hawaiian Tuna Packers cannery. (Photo from Hervey Petrich).

HE RISING TIDE
F TUNA IMPORTS

ports of tuna in all categories apparently headed for new rec- in 1953, judging by figures re- by Harold F. Cary, general ger, American Tunaboat Asso- n, San Diego, last month. The tics, covering the national field he period January 1 to June 1 the following:

al *frozen* imports, for five s are 39% over 1952, and 217% 1950. *Canned* tuna and tuna-like to), including bonito canned in is up 11% over 1952; 72% over

h domestic landings from the sources, live bait boats, purse s and the Albacore fleet rising ly, and with a return to good g evident, signs were pointing to er possible collision of opinion subject of tariff.

s perhaps significant that thus is year the Japanese have not nced any quotas on exports of to the United States, as they st year when the desirability of ation of a tariff on imports of tuna was being actively stud- this country.

orts of tuna of the several classifications in pounds during the first five months of the past several years follow:

Frozen
(Round weight)

	lbs.
1953	32,653,000
1952	23,510,000
1951	24,419,000
1950	10,313,000

Canned in Oil
(Processed weight)

	lbs.
1953	2,894,000
1952	2,134,000
1951	2,481,000
1950	6,998,000

Canned in Brine
(Processed weight)

	lbs.
1953	9,058,000
1952	7,592,000
1951	1,220,000
1950	102,000

Bonito in Oil
(Processed weight)

	lbs.
1953	6,325,000
1952	6,727,000
1951	5,184,000
1950	3,537,000

Calif.-Tagged Albacore Caught by Japanese

First direct evidence of Albacore migration from the Pacific coastal waters of North America to the area fished by the Japanese southeast of Tokyo came this summer with the recovery of a California Fish and Game tag by Japanese fishermen working at 31° 30′ N., 149° 40′ E. The fish was taken June 23, but the tag was removed without measuring the tuna.

The tag was fixed to the Albacore Aug. 4, 1952, in Lat. 33° 25′ N., Long. 118° 15′ W. All told, 15 Albacore were tagged by the California crew at that time and place.

The recovery was the third California Albacore tag to be reported, out of a total of 215 tagged. The other two were recovered about 200 miles north along the coast from point of tagging, 30 and 43 days after tagging.

Crivello Clarifies Report On Peruvian Facilities

Jack Crivello, president of Sun-Pacific, Inc., writes to correct reports, one of which was unfortunately published in the July issue of *Pacific Fisherman,* relative to tuna facilities at Paita, Peru. He said that he does not personally have a plant there, or elsewhere in Peru.

Facilities for fishing vessels working in the vicinity of Paita are being improved by the installation of fuel tanks.

SOCKEYE SYNOPSIS

Because the words are official, and in many cases exceedingly well chosen, *Pacific Fisherman* elects to "cover" the current annual report of the International Pacific Salmon Fisheries Commission, controlling the Sockeye resource originating in the Fraser River, by means of selected direct quotations from the report, quotations which seem to carry special significance today. These quotations follow. Where emphasis is found, it has been supplied by the editor.

"The task of the commission . . . is to protect, preserve and extend the Sockeye salmon fishery of the Fraser River system. The great increase in the runs of the last two years has given rise to optimism that this task will soon be finished. This is not the case even though once-great runs such as the Quesnel run are showing or indicating substantial increases . . . *The average rise in the catch may be a gradual one, subject to occasional and temporary setbacks.*"

"The average trend in the annual catches should go up toward an eventual maximum level with a higher and higher return to the fishing industry and the people of both countries. With science guiding the regulation of the fishery, it appears that this favorable economic trend in the Fraser River Sockeye fishery will continue."

"Can a proper element of mutual tolerance and respect be brought about between general resource development and the development of the Sockeye resource in the Fraser River basin?"

"The development of the salmon resources and the development of irrigation by pumping can proceed side by side with little or no conflict."

"Careless use or excessive diversion of water . . . might jeopardize the existing salmon runs and endanger the rehabilitation of the once important Sockeye run."

"No known conflict exists today between the great mining industry and the Fraser River Sockeye industry."

"Lumber and the Sockeye need have no conflict in the years to come."

"Pulp mills use vast quantities of water, but if diversion of water is made without the use of obstructing dams, and if the diversion is adequately screened, no adverse effects on the Sockeye resource are expected from this extensive use of water."

"The protection of fish from pollution is merely an added reason for maintaining reasonably high standards of water purity."

"There exists . . . a tremendous block of undeveloped water power which can be made available by modern transmission systems for the industrial needs of the area for many years into the future without endangering the Fraser River salmon resources. It appears that no localized area need be denied the power required for industrial growth because of the need to protect the fisheries resource."

"It should be possible, with adequate research and effective cooperation, to solve the few problems which may arise in future years to threaten the perpetuation of the fisheries resource."

"The factors controlling quadrennial dominance in productivity . . . may perhaps be of greater importance than the size of the escapement. The almost complete failures of the runs . . . two years out of every four even before the advent of commercial fishing indicates that low productivity in the 'off years' is a naturally established phenomenon."

"Sockeye catches in 1953 will originate principally from races which were almost extinct eight years . . . ago."

"A run of 200 to 400 thousand fish originating from the Quesnel (Horsefly) area is expected to appear in the fishery, thus *setting the stage for an early rehabilitation of the formerly great run to this area.* Although the escapement to the Chilko River in 1949 far exceeded that of the Horsefly River for the same year, the 1953 run to Chilko is not expected to equal the Horsefly run because of a declining rate of productivity."

"Daily catches in 1953 should remain fairly large well into the month of August. No late run of importance should be anticipated."

"There is reason to believe that the 1953 total catch should equal or exceed that obtained in 1949." (Editor's Note—In 1949 the Fraser River Sockeye *pack* was: Canadian, 80,629 cases; American, 80,547 cases; total, 161,176 cases.)

Japanese Make a Bid for "Pacific Explorer"

A Japanese company, Taiyo F ing Co., would like to make a for the factory ship *Pacific Explo* which was a wartime idea of Ha Ickes', designed to pioneer new eries and to provide food with w to sustain the war against Japa

The war was over before she c clinch a can, and about all she proved was that even Uncle couldn't afford to operate her.

Zidell Machinery Supply Co., a vage outfit of Portland, Ore., bo *Pacific Explorer* for something $180,000 in 1951. (She cost somet like $5,000,000.) There were a l strings to the deal which require mission before she can be sold for

The Maritime Administration i ported to have refused permissio the sale, but to be under contin heavy pressure to reverse its dec —which would probably put I idea to work packing crab and sal along the Aleutians in compet with Americans.

B. C. Summer Herring Fishery Tried This Year

British Columbia fishermen processors are experimenting year with a summer herring fis

Partly because negotiations price resulted in stalemate an herring fishing was carried on a during the 1952 fall and subse winter, it was suggested tha agreement could be reached on p arrangements would be made to mit fishing during a period when ally herring operations are dor

Agreement on price was f reached in June, with a two- basis having been established am ing to $7.30 per ton (less we fund of 10c per ton as requeste fishermen and tendermen) for he used for reduction and $9.97 pe (less welfare fund) for herring for canning, salting and other poses.

The agreement is effective October 15, although either part the right to request re-opening gotiations prior to October 1.

Ganty Makes "Mercy Flight"

Pros Ganty, manager of the P Cold Storage Co., doesn't lea "mercy flights" to the Coast When an emergency arises, he 'em himself.

Recently Harlan "Happy" H a fish buyer at Pelican, was st with a severe abdominal attack. ing for nothing, Mr. Ganty load stricken man in the Ganty A and flew him to Juneau.

He reached Juneau at 2 a.m. nosis: perforated ulcer.

Ganty was back at Pelican b the morning, ready for a day's

' Floating Cannery
ɪrprise Gets Going

lt around two 85-foot self-pro- power scows, a new floating ry operation appeared on Bris- y this season.

s is the outfit of Marine Fisher- ıc., operating the power scows and *Bobbie*. The former carries ı-speed 1-lb. tall line, while the l serves as warehouse. Living ers for the crew are in the ouses.

sident of Marine Fisheries, Inc., I. Collar, who also serves as ntendent of the operation. Carl nd, vice president, is outside ntendent and skipper; while Peterson, also a vice president, nery foreman. All three are ex- ced salmon cannery specialists, e the other stockholders in the ıny; of whom there are 10 all-

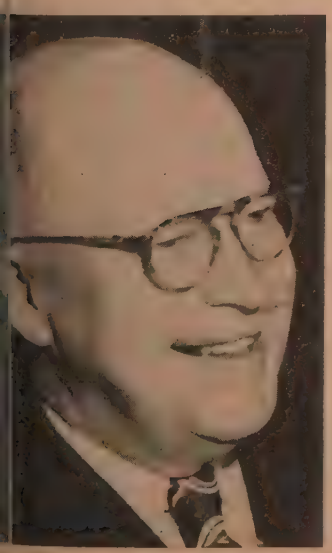
venture marks application to n canning of the principle of older-manned operations, which een in vogue for some time in ywood industry.

ıg north to Bristol Bay, the scows carried four new pow- gillnetters. After the close of ristol Bay season it is planned ng the outfit to Southeast Alas- here the cannery will be served o purse seiners. Later still, the ion will shift to Puget Sound e fall season, getting fish from 70 purse seiners, plus the four boats.

ɪ Commission Meets

1953 meeting of the Inter- can Tropical Tuna Commission, e held in early August, at San according to Dr. M. B. Schae- rector of investigations.

[ARALD SYNNESTVEDT linquishes presidency of New England Fish Co.



New England Elects Rosenberg And R. T. Hager Heads Canfisco

S. M. Rosenberg became president of the New England Fish Co. in July, succeeding Harald Synnestvedt, who asked to be relieved of active management duties when he reached the company's retirement age. Mr. Synnestvedt continues as a director of the company.

S. M. ROSENBERG
New president of the New England Fish Co.

Mr. Rosenberg, who has been president of The Canadian Fishing Co., Ltd., British Columbia affiliate of the New England Fish Co., is succeeded in that office by Roger T. Hager, former vice president. Mr. Rosenberg, in turn, becomes vice president of Canfisco.

Mr. Synnestvedt expects to continue his lively interest in fishery matters, free from managerial burdens. He entered the employ of the New England Fish Co. in Boston in 1905 and served progressively as the company's manager on the Columbia River and in Seattle; in the Vancouver office of The Canadian Fish Co., Ltd., as manager of Nefco's fresh and frozen fish department; and for eight years was general manager of all New England Fish Co. operations before becoming president and general manager in 1948.

Recognized the country over as an active leader in the field of fisheries, he was president of the National Institute in 1949; and this year was designated as 1953 "Man-of-the-Year" by that national association.

Mr. Rosenberg entered the fish business with the Everett Packing Co. at Everett, Wash., in 1929, and two years later moved to Vancouver to manage Nootka Packing Co., and later the expanded operations of the Nootka-Banfield Company.

In 1945 he sold this company to The Canadian Fishing Co., Ltd., and subsequently became general manager of that corporation, advancing to its presidency in 1950. He became a director of the New England Fish Co. in 1949, and vice president in 1952.

He is widely recognized in the fisheries industry of both Canada and the United States as a keen and constructive man, particularly skilled in negotiations, and an objective advocate of industry causes.

Mr. Rosenberg will make his headquarters in Seattle, where he has already established his residence.

Mr. Hager succeeds to the presidency of the company created by his father in 1908. The late A. L. Hager was one of the giants of the Pacific fisheries, president of both the New England Fish Co. and The Canadian Fishing Co., Ltd., until his death in 1948. He was a charter member of the International Pacific Salmon Fisheries Commission, which he served until his death. It is interesting that Roger Hager almost coincidental with his election to the presidency of The Canadian Fishing Co., Ltd., also was appointed one of Canada's members on the International North Pacific Fisheries Commission, created by the United States, Canada and Japan.

He has been active in the management of The Canadian Fishing Co., Ltd., for a number of years, and a director of the New England Fish Co. He is vice president of the Fisheries Association of British Columbia, and a director of the Fisheries Council of Canada.

ROGER T. HAGER
President of The Canadian Fishing Co., Ltd.

California Tuna Men at 50th Anniversary Observance

Left to right—
J. J. Bogdanovich, Star-Kist
Lee F. Payne, Tuna Commis.
M. B. Schaefer, Tuna Commis.
D. P. Loker, Star-Kist
R. S. Croker, Fish & Game
E. L. Morris, Tuna Foundation
J. R. Biven, Coast Fisheries

J. R. Barry, broker.
Claude Sebring
W. C. Moorehead, Pan-Pacific
G. Cigliano, Pan-Pacific
W. J. Grinnan, Van Camp

W. D. Moore, Van Camp
J. M. Mardesich, Franco-Ital.
Robert A. Turner
Pat Strauss, Tuna Foundation
G. H. Clark, Tuna Standards

Alex. Black, Canco.
K. Berglund, Westgate Calif.
Robert Stuart, Quaker Oats
W. W. Shay, Coast Fisheries
J. B. Lane, Westgate Calif.

Gilbert Van Camp
Wm. Flynn, Canco
M. D. Marsh, South Pacific
Ted Halfhill, South Pacific
Montgomery Phister,
Van Camp
Charles Halfhill, broker
—Photos by Beveridge
Van Camp Sea Food Co.

50 Years of Tuna Canning Commemorated

Commemorating 50 years of tuna packing, one of the largest and most representative gatherings of Southern California's fish-packing industry, was held at Long Beach June 9 for luncheon at invitation of American Can Company. C. W. Roberts, Canco vice president in charge of Pacific Coast operations, was host.

American Can Company was also celebrating production of its 100,000,000th case of tuna cans supplied by the company since 1903. This case, placed in charge of Neil Petrèe, president, California State chamber of commerce, the principal speaker, will be held for disposition during National Tuna Week, next November.

In his welcoming remarks, to the invitation of Max J. Gorby, president, California Fish Canners Association, toastmaster, Mr. Roberts gave a brief history of the rise of tuna-canning to an annual value of $99,000,000, and an industry that has helped make California one of the country's most progressive and prosperous states.

Gilbert C. Van Camp, head
concern bearing his name, fil
many details of canned tuna's
history. Other speakers includ
Vignolo, head of the Tuna Sta
Industry Technical Committee
Real, manager, Fishermen's C
ative Association ably represent
purse seiner fleet, as did Har
Cary, manager, American Tu
Association and the tuna clippe
In closing the occasion, Mr.
declared the industry had, t
the years, solved many of its

thers, he said, would never be

: was important, declared the head, was that management, en and labor all had discov- ey had common problems, of , competition, foreign rela- tc., and were learning to work r.

d at the speakers' table was Wood, called out of retire- nd honored as one of original n California can makers and ers of canned tuna.

Council Approves erative Research

man Montgomery Phister of na Council of the Americas ied a statement declaring the s approval of the increase of lifornia fishing privilege tax 0c to $1.00 per ton, effective ber 1.

noted with satisfaction was reasing cooperation between ts of the California Fish & Commission and the Inter- an Tropical Tuna Commission. was expressed in the state- at the estimated $75,000 addi- evenue will be used in further tive efforts, such as tagging . The Council, representing in- thought and action, pledged thern California tuna fishery ntinue to make available to ts all its facilities, for ocean h. To create closer coordina- a two-man committee was in Dr. M. B. Schaefer, director estigations, Inter - American sion; and Dr. W. M. Chapman, of research, American Tuna- ssociation.

ese Tuna Vessels ng Frozen Salmon

of the 18 large tuna vessels d for in the current clipper- program in Japan are being is summer as carriers of froz- on from the high-sea gillnet- erations pursued by the Japa- ng the Aleutian Islands. These are of the 400-ton class. of the group under construc- nge from 300 to 450 tons.

ese Raise King Crab ssible Pack Limit

Japanese government in July d the catch limit imposed on anese Bristol Bay King crab expedition from 50,000 to ull cases (96s) of canned crab. was expected to result in re- of the previously announced f the Japanese to suspend op- rather early this summer. he quota raised, it was ex- the floating cannery and its vessels would remain off the coast until the full pack is

PUTTING HIS FINGER ON THE 100 MILLIONTH CASE OF CALIFORNIA TUNA, Max J. Gorby, president of the California Fish Canners Association sparks the observance of the tuna industry's 50th anniversary. To the right from Mr. Gorby are: John J. Real, manager, Fishermen's Cooperative Association; Harold Cary, manager, American Tunaboat Association; C. W. Roberts, Pacific vice president of the American Can Co., which was host at the anniversary luncheon; and Albert Vignolo, Jr., chairman of the Tuna Standards Industry Committee.

Half-Year Tuna Supply Rises 7½% Due to Frozen Imports

California's tuna industry for the first half of 1953 showed domestic receipts approximately the same as for the same period last year. The deliveries increase from 66,000 tons in '52 to 71,000 tons this year was due entirely to imports.

Breakdown of tuna receipts, *domestic production plus frozen imports,* for the first six months of the two years is given below. This includes frozen imports of approximately 1,500 tons of Yellowfin and Skipjack.

	1953	1952
Yellowfin	38,879	48,951
Skipjack	20,590	11,736
Bluefin	19	73
Albacore	11,604	5,403
	71,092	66,183

While still the mainstay of domestic production, the fleet of tuna clippers was thousands of tons behind 1952. Purse seiners were having a good season, and it appeared fishing would continue well into the summer. It was estimated that, as of July 1, the net vessels had accounted for some 15,000 tons. All the Albacore noted above is imports, except for a smattering of domestic Longfin tuna during the closing days of June.

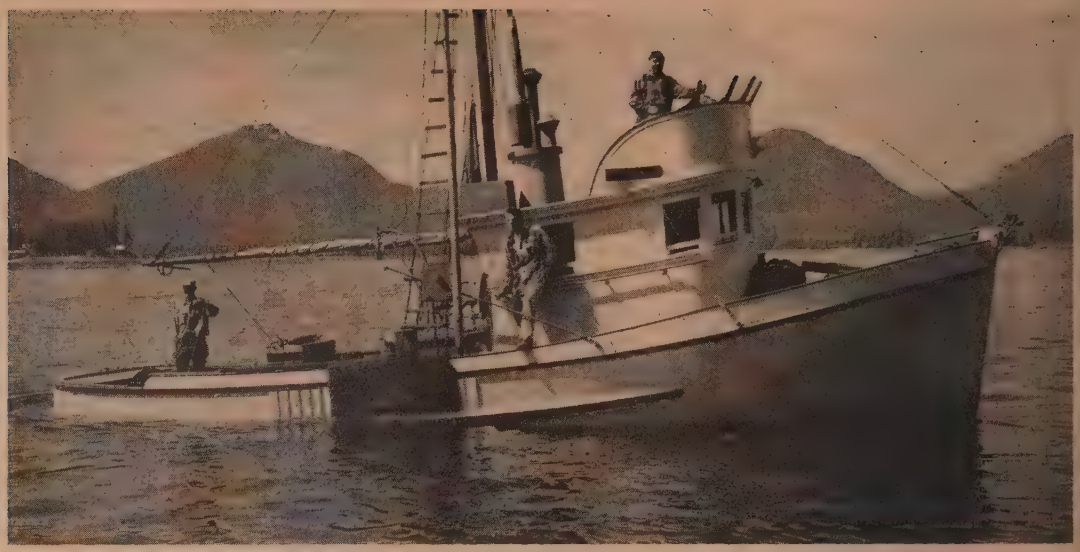
June showed a gross of 15,607 tons, the breakdown being: Tuna clippers, 8,279; purse seiners, 3,716; imports from Japan and Peru, 3,716 tons.

July produced heavy tonnage, as good fishing returned for the live baiters. Netting operations continued good as the weather calmed, and the domestic Albacore season began. With Japanese packers and exporters competing with each other for raw fish, it was difficult at presstime to estimate the total frozen imports for July.

Washington Salmon Tag Returned from Texas

Affixed to a Silver salmon at Bush Point, Puget Sound, by Washington biologists Sept. 23, 1952, a salmon tag was returned in July, 1953, from Yoakum, Texas.

It had been found in a can of Cohoes purchased at a Safeway store.



A crab fishing boat, laden to the ultimate with her catch and the flooded hold in which the crabs are kept alive, eases up to the Pacific Pearl of Alaska cannery on the Ketchikan waterfront, the Gravina Island hills in the background, across Tongass Narrows.

PACIFIC PEARL of Alaska

New Industry Is Built Upon Hecate Strait Crab Resource

FOUR YEARS have made Ketchikan, Alaska, the principal center of Pacific crab canning — four years and one company—Pacific Pearl of Alaska, Inc., which initiated the operation there in 1950.

For a generation Ketchikan has laid claim—and justly so—to being the largest packer of canned salmon among the cities of the world. It can claim the same position with respect to crabs today.

Prior to 1950, crab fishing out of Ketchikan was a sporadic thing, based only on sketchy operations in neighboring waters for the local trade. The principal crab production of Alaska centered elsewhere, in the vicinity of Cordova, Hoonah, Tenakee, Petersburg and Wrangell.

Two developments took Pacific Pearl to Alaska:

First, the cyclic shortage of crabs on the Washington Coast, where the organization previously had centered its activities.

Second, the proving of a substantial population of Pacific crabs in the international waters of Dixon Entrance and Hecate Strait.

Discovery of this ocean crab fishery was followed promptly by the establishment of an industry because the Washington coast catches had not fallen-off alarmingly.

Large Dependable Supply Sought to Fill Demand

Product of previous operations out of Willapa and Grays Harbors on the Washington coast, marketed and promoted by Ivar Wendt, Seattle, had achieved wide acceptance and market position throughout the United States. Consumer demand for "Pacific Pearl" required larger and dependable sources of supply—which were found in 1950 in the waters south of Ketchikan.

Early operations were plagued with tribulation—notably strikes and labor costs—and Ketchikan packing costs still are so high that large volume and a strong market are essential to their continuance. Happily, this season Pacific Pearl of Alaska has found both—and has as its target a se total of 100,000 *DOZEN* crabs.

Ivar Wendt, head of the com and its marketer, said in July the market for crab — canned frozen as well—was strong an tive. The current price level of $ case permits ready movement retail level at a consumer price to 69c per tin. Experience has t that retail sales of canned crab to dry-up when pricing rises this range.

All Crabs Carried in Live Wells on Boats

Production at the Ketchikan nery was heavy from the st 1953 operations in May and, eight high-line boats fishing st is expected to reach the target of 1,200,000 crabs for the seas

The Pacific Pearl fleet this mer includes the following vesse skippers; *Alta,* Lee Wilkens; *Brothers,* Harry Shipman; Vern Graham; *Wilner S.,* Alex *Jackie Jo,* Don Hansen; *Tina,* W

Catch fish with wire rope?

Yes, gentlemen, there's more fish caught with wire rope than ever nibbled at a baited hook. Satisfying America's appetite for nutritious seafood is a stupendous job, calling for fleets of fast, powerful trawlers that net their catches in prodigious quantities. To hold and haul in the heavily laden nets, the fishing industry annually uses millions of feet of wire rope.

There's a good chance the fish you eat comes to your table with the help of Wickwire Rope. Because, for over half a century, Wickwire Rope has "grown up" with the nation's fisheries. As in so many other activities where wire rope is used, the men who man the fishing fleets have a high regard for its strength and durability under the toughest conditions.

A YELLOW TRIANGLE ON THE REEL IDENTIFIES WICKWIRE ROPE

THE COLORADO FUEL AND IRON CORPORATION—Abilene (Tex.) • Denver
Houston • Odessa (Tex.) • Phoenix • Salt Lake City • Tulsa
PACIFIC COAST DIVISION—Los Angeles • Oakland
Portland • San Francisco • Seattle • Spokane
WICKWIRE SPENCER STEEL DIVISION—Boston • Buffalo • Chattanooga
Chicago • Detroit • Emlenton (Pa.) • New Orleans • New York • Philadelphia

WICKWIRE ROPE

CFI PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL AND IRON CORPORATION

1757

Four vital steps in crab canning—"Shakers" in the upper left remove the crabmeat from the shells, shaking it into the stainless steel pans. "Boning" process is seen in the upper right picture, with body meat being fed into the "boning machine," where the meat floats on a brine tank while bits of shell sink to the bottom. The women in the background are inspecting the crabmeat and removing any bits of shell. Immediately below this picture, in the lower right, women are filling the lithographed cans, each of which contains a carefully measured amount of both legs and white meat. The small vertical retorts on the lower left are part of the Pacific Pearl process, which puts a premium on cooking in small batches to avoid any delay between picking, packing and processing. Exhibiting some of the cans is Ernie Fields, plant superintendent.

Nelson; *Barbara Lee,* Roy Furfiord; *Betty Jo,* Ernie Fletcher.

These boats are able to carry around 1,200 dozen crabs each in a full load. All are equipped to use their holds as live tanks, supplied by pumps with a constant supply of fresh seawater. (Herein lies one of the "secrets" in the Pacific Pearl formula for success.)

The live tank holds permit the boats to keep their crabs alive and in prime condition for the run from the fishing grounds to the Ketchikan cannery; and to keep the cargo in first-class shape at times of heavy deliveries until the cannery can handle the crabs.

Each boat fishes from 400 to 500 crab pots—drum-shaped iron frames, protected from electrolysis by rubber coverings, and with the netting made of stainless steel wire.

International Ocean Waters Yield Prime Crab Catch

Fishing is done in international waters in Dixon Entrance, through which passes the boundary line between Alaska and British Columbia; and in Hecate Strait, separating the Queen Charlotte Islands from the Canadian mainland.

Each boat will average three trips in two weeks; and requires two days to lift half its string of crab pots. Thus traps are raised every other trip. Herring is used for bait—a fortunate circumstance in contrast with operations on the Washington coast, where crab fishermen are never satisfied with anything less than razor clams for bait, sometimes at a cost of around 20c per pound. Bait supply is secured at Ketchikan, from the Ketchikan Cold Storage, in which the cannery is located. (This is only one of the several conveniences of the location, of which more later.)

In mid-summer at the latitude of Dixon Entrance and Hecate Strait the long hours of dalight permit the crab boats to find and haul their pots 21 hours out of the 24. Operations usually are suspended at midnight, to be resumed at 3 in the morning. Such hours mean hard work for the crew, and the job is anything but a rest.

Once a boat has run her strin she heads for home without a m ment's waiting. Her hold is full thousands of scuttling, clawing crab as lively and pugnacious as when th crawled and clashed on the sandy s bed.

These crabs, of course, are of t Pacific variety, often known in t trade as "Dungeness" crabs, after little town on the Strait of Juan Fuca which once was famous as crab-producing center—until the ri of other fisheries dwarfed it into i significance. Scientifically, the name *Cancer magister.* In general outwa appearance the Pacific crab resembl the blue crab of the Atlantic Coast but it is much larger; and the l meat is pigmented with a red or re dish brown coloration.

Only Live Crabs Used In "Pacific Pearl" Pack

Pacific crabs should not be co fused with the King crab, considera quantities of which are taken Alaskan waters further to the Nor

West, beyond the range of the
c variety.
uality Key" in the Pacific Pearl
tion is summed-up by Ivar
t in three words—*"Only Live*
."
operation is built on this rule.
are no exceptions. The system
to keep crabs alive and thrifty
e moment of butchering. Dead
are discarded—*always*.
chikan is located on deep, cold
ss Narrows, whose waters are
as the sea, and every bit as
If a boat must hold her crabs
for a day until the cannery can
e them, there is no problem. Ton-
Narrows water pumped through
old keeps them alive and vig-
In mid-season the company
a live-barge into which the
can be transferred if it is de-
to send the vessel back again to
shing with no delay in port.

Pacific Pearl canned crab is packed in lithographed tins from the American Can Co., a guarantee of quality standards and a protection against goods becoming shop-worn.

Crabs Are Canned Ketchikan Plant

cannery itself is located in a
n of the Ketchikan Cold Storage
roperty. Thus it has available
ted freezing and cold storage
ies for picked crab meat; crab
as frozen in the shell, and other
Pearl specialties.
canning process, briefly, is this:
crabs are butchered just be-
ooking. Butchers seize the crabs
legs on either side and tear-off
ell by catching it on a knife
fixed to a vertical pedestal be-
he workman. The crab is then
n two on the knife blade; and
scera cut away by striking each
n sharply against the edge of
ife.
sections are immediately spray-
d as they are carried by con-
to the continuous cooker. Tem-
re and timing of this pre-cook
y important, as the proper de-
of cook determines the speed with which the "shakers" can remove the meat, as well as the recovery in picket meat. The cook varies with seasonal changes in the condition of the crabs with respect to size and moulting. The plant superintendent watches this closely and regulates the pre-cook to achieve best recovery and easiest shaking.

Crab meat is extracted from the shells by the universally accepted method. Shakers break the shell with little mallets where necessary and shake the meat from the shell by striking the edge of a pan. Leg meat and body meat are shaken into different containers.

One of the points in which the Ketchikan operation differs from those elsewhere is that the union contract there provides that the shaker shall not be required to take the meat from the knuckles and smaller joints of the leg. While this involves a substantial loss in meat, the portions discarded are of the smaller sizes, and much time is saved. As might be expected, overall quality of the pack rises somewhat as result of the elimination of these smaller segments of leg meat.

From the shakers the meat is weighed and then passed through a washer or "boning machine," containing a heavy brine which serves to float the meat while the bits of shell sink. After it leaves this "boning machine" the crab meat is again washed and then examined by skilled operators for any further bits of shell, and then passes directly to the can fillers.

Speed and Care Makes Acidulation Unnecessary

Persons acquainted with crab canning operations will note at this point that no reference has been made to acidulating the crab meat to prevent "bluing" in the can. The absolute freshness of the crabs, and the good condition in which they are kept from the sea to the butchering knives, as well as proper pre-cook and promptness of the entire packing operation, has been found by Mr. Wendt to eliminate the necessity for the acidulation step at Ketchikan.

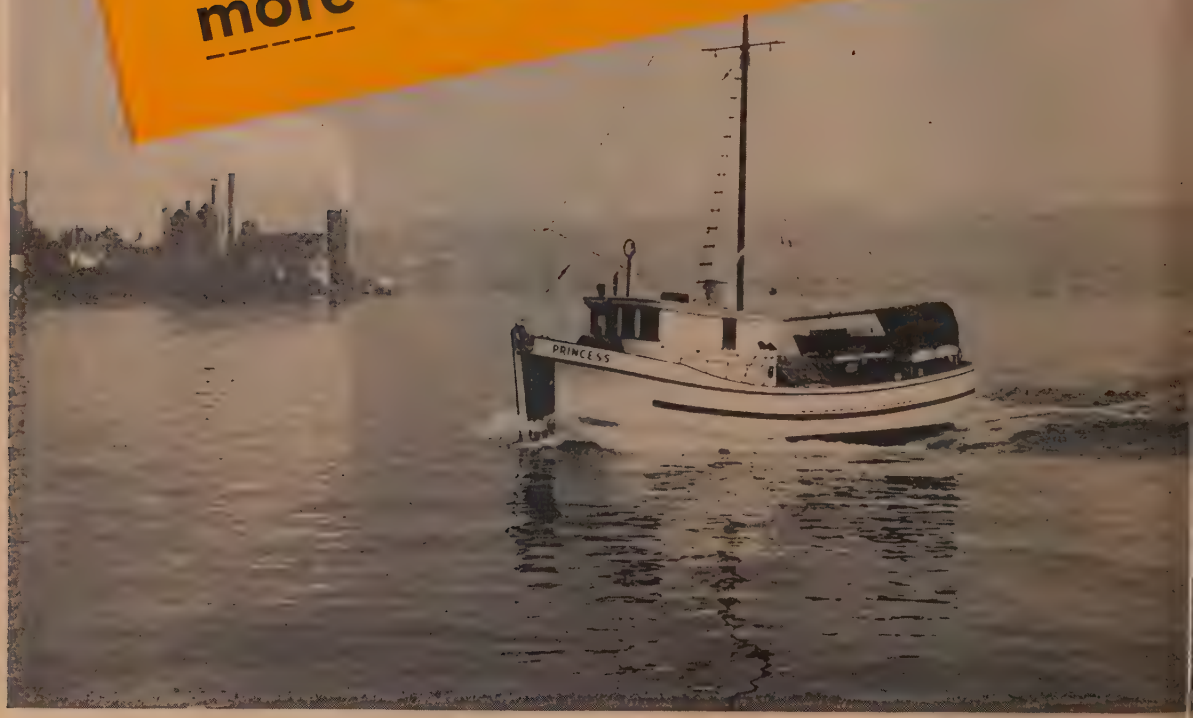
The cannery is equipped with two lines of vacuum machinery, one for tuna style halves, in which the entire processed pack is put up; and the other for 5-lb. cans in which the crab meat is frozen.

Processing is done in a small vertical retort, one basket at a time. Prompt processing, immediately after filling the cans, is one of the quality-contributing steps in the Pacific Pearl operation. Mr. Wendt insists that canning be carried through to the final sterilization within a matter of minutes from the time the crabs are killed, counting this as an essential safeguard in the protection of prime quality.

Practically the entire pack—canned as well as frozen—is put into lithographed tins manufactured by the American Can Co. The lithographed

Captain and president of Pacific Pearl of Alaska—Capt. Roy Furfi-wner of the *Barbara Lee* and co-founder, on the left, with Ivar Wendt, head of the Pacific Pearl enterprise.

Experienced fishermen come back for more CAT* Engines



TAKE Mr. Olaf Westby of Vashon, Washington—a veteran of 25 years of fishing. His *Princess* is now powered by a Caterpillar D326, and before getting this engine he had a Cat D13000. "Never had a wrench on it," Mr. Westby says of the D13000.

The *Princess* is 48 ft. long, has 14.1 ft. beam, 8.4 ft. draft and her engine swings a 42 x 27 wheel. She fishes for halibut and black cod out of Seattle, and her average haul is six to seven thousand pounds.

There are many reasons why experienced fishermen like Cat Diesel Engines. For instance, parts are standardized and engine design is simple and foolproof. Horsepower ratings are *honest*—Mr. Westby's D326 actually delivers 118 HP *at the screw*—24 hours, every day, without rest. Operating costs are low because of Cat dependability and because fuel used is low-cost No. 2 furnace oil, which doesn't foul even when the engine idles for long periods of time.

Call your dealer for details on Caterpillar's 3 gine sizes, ranging up to 400 HP, maximum, and n electric sets to 315 KW. Ask him about the s which is available at any port, and for on-the-job of Cat performance. Let him show you these n engines at work in fishing boats.

CATERPILLAR, San Leandro, Calif.; Peori

CATERPILLA

*Both Cat and Caterpillar are registered tradema

NAME THE DATE... YOUR DEALER WILL DEMONSTRATE

c Pearl label basically is white, ed with a red band bearing the l name in white; and surmount- a Pacific crab in natural colors.

ual operation of the Pacific of Alaska, Inc., cannery is in e of Ernie Fields, superin- nt, assisted by Jim Poor and tt Sharp, the latter handling cts with the fishermen and look- ut after their needs. Capt. Roy rd of the *Barbara Lee* is fleet in and one of the principals of mpany, of which he was a co- er.

Ketchikan crab cannery em- from 80 to 100 people, and daily capacity of 1,500 dozen in eight hours, with a "full op- n." This means the packing of or frozen crab meat, frozen sections, frozen cooked whole and canned crab.

se four items comprise the prin- products of the Pacific Pearl of a operation.

should be noted that the crab whether fresh or frozen, is *m packed* in lithographed cans, gated to resist panelling under m. Thus the can protects the from drying and the vacuum ss by removing the air pre- oxidation and flavor changes.

ab Sections" are another spe- packed under the "Icy Waters" . They consist of selected sec- each half of a two-pound crab, the legs attached to the cells of

Barbara Lee, flagship of the Pacific Pearl of Alaska fishing fleet, lies at the cannery docks on the Ketchikan waterfront. To the right of the picture is part of the Ketchikan Cold Storage plant. Immediately astern of the *Barbara Lee* is a barge being converted into a live tank in which crabs can be held alive at the cannery until they can be processed.

body meat. Two of these sections, cleverly folded together, are placed in a pliofilm bag from which the air is exhausted before the bag is sealed and placed in an attractively lithographed carton for freezing. Here is the ready-to-use, quick-frozen basic ingredient of a cracked crab treat. Whole frozen crabs, ice and all. The ice serves to cushion the crabs against breakage and prevents drying in storage.

"We are proud to have pioneered a new fishery, and to have given Ketchikan a new payroll, extending the fishing season and the utilization of the regional resources," says Mr. Wendt as he reviews the growth of Pacific Pearl of Alaska in its four years. He is proud also of an operation so prompt and well-perfected that bluing is almost entirely eliminated without the use of the acidulation process. The plant is Federally inspected and certificated, making its products available for purchase by all government agencies.

"Consistent quality, consistent advertising, and consistent merchandising are part of Pacific Pearl policy, but its secret and keynote is live crabs, carefully cared for from the sea to the cannery."

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FANCY CRABMEAT

- 24/6½-oz. Litho Tins of Canned Crabmeat.
- 6/5-oz. Litho Tins of Fresh-Frozen Crabmeat.
- Selected, large, whole cooked Crabs.

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IVAR WENDT
EXCLUSIVE SALES AGENTS

elephone Eliot 1272 701 CENTRAL BUILDING, SEATTLE 4, WASH. Teletype SE-573

17 Canadian Canneries Running, With Lower Prices For Salmon

Having settled their price differences, British Columbia salmon fishermen and packers started operations late in June.

After all the turmoil last year, which resulted in many interruptions in fishing and canning, all interests in the industry were glad to be able to get back to work with every prospect of sustained activity until the fall.

For the packers, the 1953 season will be something of a gamble because they still have a substantial carryover of unsold stocks from last year, the market is still uncertain with prices down, and they agreed to pay more for raw fish than they had originally expected. The fishermen, too, accepted prices at variance from their earlier demands. There were concessions from both sides.

Prices finally agreed upon were: Sockeye, 22c a pound; Coho, 11c; Pinks, 7¼c; Summer Chums, 5½c; Fall Chums, 8c for Johnstone Strait and Fraser River areas and 6¼c for other areas. Compared with last year's prices, this year's schedule shows a reduction of 3c on Sockeye; Coho, 2c less; Pinks ¾c less; Summer Chums unchanged.

The 1953 agreement allows a 2½c differential for dressed Springs and Coho. Under the agreement, if neither party requires reopening of the pact for prices covering Pinks and Chums, fishing will continue with the summer Pink price prevailing throughout the season and the Chum price after September advincing to 8c for Johnstone Strait and the Fraser and 6¼c elsewhere on the coast.

To Negotiate in Fall

Fishing may cease September 18 if no agreement is reached, but the organized fishermen intend to allow other fishing, about which there is no dispute, to continue if practicable.

Either party may reopen negotiations on or after September 4 for Pinks caught and delivered after September 18. Prices agreed upon become effective September 19 on these late run Pinks. The fishermen have agreed not to sell Pink salmon to competitive buyers at prices lower than their latest proposal to the operators, and if the latter request a reopening they agree to support the fishermen if it makes an application to the government for removal of the embargo on shipment of fresh Pinks to the United States for the balance of the season.

For the purpose of test weighing, the coast has been divided into five areas with two test-weigh boats assigned to each area by the packers. Joint committees will be responsible for carrying out this section of the agreement.

Among the packers, emphasis will again be on concentration of operation at a few larger, well equipped plants rather than decentralizing activity among many. It is expected that less than 20 canneries will operate—about the same as last year, with the lineup pretty much as in 1952.

17 Canneries Active

B. C. Packers and Canadian Fishing Co. will each have three plants active, the former with Imperial, Sunnyside and Namu, and the latter with Goose Bay, Home and Prince Rupert. Nelson Bros. Fisheries will have two canneries busy, at Port Edward and St. Mungo, and so will Anglo-B. C. Packing Co., at Phoenix and North Pacific. Companies operating a single cannery this year will be: Colonial Packers, Great West Packing, Johnston Fishing & Packing, Francis Millerd & Co., National Fisheries, Queen Charlotte Fisheries and Cassiar Packing, the latter again canning for the northern division of the fishermen's co-operative association.

Commercial fishing for Sockeye opened on the Fraser June 15, b fleet stayed in port until the discussions were completed. concession to the fishermen b of the delay over the price n tions vote (it was about 90% i of operating) the weekly close was reduced in international c tion waters during the June weekend so as to permit fisher compensate for lost time.

Fishing was good at the some 140 boats in Barkley Sou porting average catches of 100 eye with the high boat on the taking 60 Sockeye in 24 hou

The Dominion Bureau of Sta indicates the extent of the dec the market price of canned s which has given packers smal fort. During the first three m of 1952 sales of canned Sockey made at an average of 65c a this year it is 53.3c, a reduct 22%, according to the bureau, is the official government agenc canned Coho the decline is fro to 32c each, or 30%. For Pin drop is 18% and for Chums 22

Phillip T. Carmichael, executive secretary of Canned Salmon, Inc.

Salmon Promotion Gro Picks Phil Carmichael As Executive Secretary

Appointment of Phillip T. michael as executive secreta Canned Salmon Inc. has bee nounced by L. A. Petersen, exe committee chairman.

Canned Salmon Inc. is the n sociation that has been organi carry on a continuing nationa sumer education and trade pro program for the entire salmo ning industry.

Mr. Carmichael has been pr and general manager of S & P Company, Seattle canned sea products selling organization, 1947 and has been in the s packing industry for nearly 20 Beginning with Oceanic Sales pany in 1934, his industry exp has included sales, shipping an duction.

For the past two years h served as chairman of the Canned Salmon Cutting, sponso the Association of Pacific Fi and the National Canners A tion. The cutting is an industr activity in which canners c workmanship and pack qualit

Mr. Carmichael's office will 200 Colman Building, in Seatt

outh Pacific to Gloucester Run

y Tuna Clipper "SUN JASON"

emonstrates the Stamina of SUPERIOR Marine Diesel

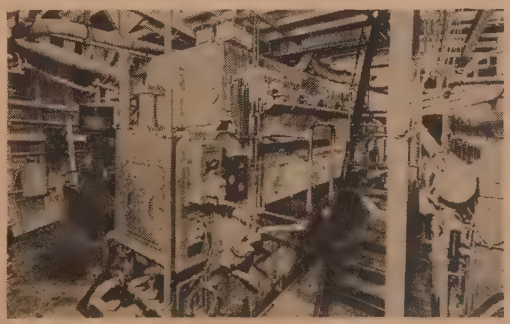
Clipper "Sun Jason" docked at Gloucester, Massachusetts, after bringing 600,000 pounds of tuna from the West Coast.

the fishing grounds off Chile and Colombia to Gloucester, the Jason" logged 2870 miles. During 117 days at sea her 840 ower Superior Marine Diesel required no maintenance—even the run from the Panama Canal to Gloucester was made in ays, non-stop.

tain Lazaro Massa docked at Davis Brothers Fisheries Company 00,000 pounds of tuna—the first cargo of Pacific tuna ever ed at Gloucester. After 45 days of fishing the "Sun Jason" he record-breaking cargo to Gloucester in 12 days.

ughout the entire cruise from her home port at San Diego to uth Pacific and then to New England, the "Sun Jason's" "60" Supercharged Superior Diesel performed dependably iciently, demonstrating, once again, the kind of service that's to Superior and Atlas Diesels.

he Atlantic and Pacific Coasts, in the Gulf of Mexico, and in waters throughout the world, you can get lots of additional f the efficiency and stamina of Superior and Atlas Marine . Ask your Superior-Atlas Representative or write Springfield criptive bulletins.



Engine Room view of the "Sun Jason" which shows her Superior Marine Diesel, Model "60."

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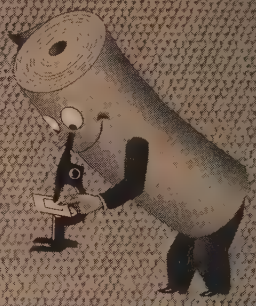

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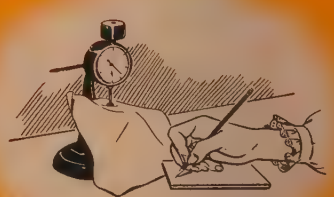
One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products. Here fabric thickness after weaving is being gauged.



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ascco Cured Fish

ıles Are Hoisted

y Pliofilm Bags

Louis Vitale, left, president of the Los Angeles Smoking & Curing Co., discusses with Harry Goodwin the new pliofilm bagging of Lascco fish products.

ıkaging of smoked and cured in pliofilm bags is the high- of current operations of the ıngeles Smoking & Curing Co., f the nation's largest packers of ed salmon.

er considerable research by W. Goodwin, industrial en- employed by Louis Vitale, ient of "Lascco," pliofilm pack- became standard for such as barbecued cod, smoked and cued salmon, smoked shad, dried ess herring, barbecued Alba- ınd smoked whitefish.

es, eye and color appeal—the atessen approach"—a package that "sells itself" in the self-service sections of various grocery stores. This briefly summarizes the reason for the introduction of the new packages. What's more, this kind of packaging at the source of supply eliminates handling and bagging at the retail level. Take whitefish, for example: formerly sold only in bulk, and now wrapped in pliofilm bags, the sale of this fish has shown phenomenal increase.

As a matter of fact, Mr. Vitale reports that stores which formerly did not handle Lascco items, are now stocking all packages, since now there is no necessity for time-consuming packaging by their own clerks.

The change to pliofilm-bag packaging has not affected the volume or sales of Lascco products, such as smoked salmon in cans or in glass jars. What has happened, Mr. Vitale reports, is the opening to Lascco fish products of an entirely new consumer field.

Each Lascco bag (random weights) has its own colored "tent" label. A printed recipe on each label stresses the ready-to-eat, no waste, simplicity of preparation angles to the housewife. The identity of each smoked or barbecued fish product is emphasized by this individual colored labeling. And the fact that the fish is wrapped at the source increases the freshness and shelf life at consumer level.

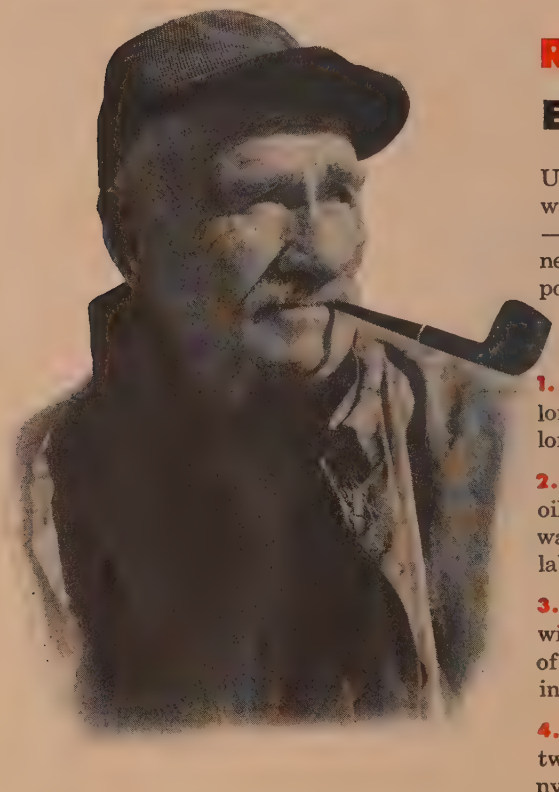
Lascco formerly bought its pliofilm bags made-up, but now they are making their own with the use of a Simplex (Food Machinery) bagging machine. Individual fish pieces, after barbecuing or smoking, *PF* several years ago carried a complete story on these operations) are immediately placed in the bags, which are sealed and label added by machine, which at the same time codes each package for day of packing.

Smoked salmon also is packed in 4-oz. bags for snack or luncheon sandwich use.

The increased demand by stores for the new products has necessitated a move from smaller packaging space to a 70 x 40 area devoted only to this phase of Lascco's operations. A conveyor system has been installed to further eliminate handling of these products, fresh from the smoking or barbecuing rooms.

fresh smoked shad and barbecued Alaska black cod in pliofilm are ready for shipment to retail outlets. Some 12 to 15 cars of black cod are utilized each year by Lascco.

Nylon netting absorbs little wate



RESULT: NETS REMAIN LIGHT EASY TO HANDLE WHEN WE

Unlike other fibers used in netting, Du Pont nylon absorbs lit water. This means nylon nets *stay* light in weight even when w —gaining only about half the weight other nets do. That's w nets of nylon are easier to handle—help cut your mari power costs.

Here are four more good reasons why you should swit to netting of Du Pont nylon.

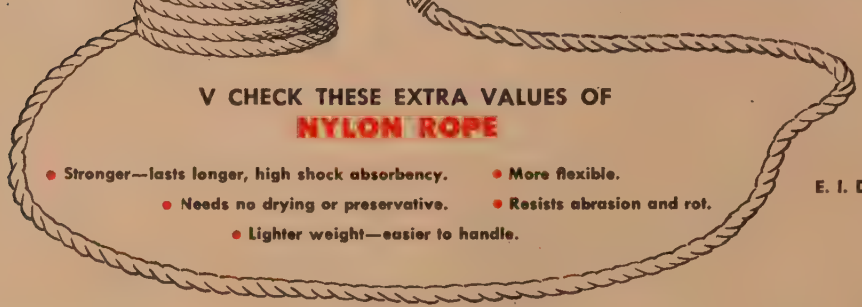
1. LASTS LONGER! Because nylon *keeps* its great strength longer than other netting, resists rot and wear, nylon nets l longer—reduce your mending and replacement costs.

2. NEEDS NO PRESERVATIVE! Marine organisms, fungus, milde oil or gasoline have little effect on nylon. Nets can be left in t water almost indefinitely. You save the cost of preservatives, t labor of applying them, and nets weigh less.

3. NEEDS NO DRYING! Nets of nylon can be used again and aga without valuable time lost in drying. This reduces the numb of nets formerly needed to maintain continuous profitable fis ing. Nylon nets can be stored wet, too.

4. WEIGHS LESS! In some types of netting . . . where large-si twines have been used in order to maintain working strength . nylon's long-lasting strength and durability permit manufa turers to use smaller, lighter twines.

Only nylon netting gives you *all* these important, cost-savi advantages. Investigate the ways nylon netting can help redu costs, increase your profits. Call your net supplier for inform tion on the latest in nylon.



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Pacific Fisherman's NEWS

AUGUST
1953

EF AND GILLNET ARS HIT TARGET SEINERS STRIKE

get Sound purse seiners struck- the first three weeks of the sal- season, and thereby whiffed the early-season Sockeye fishing that ne on Puget Sound could re- ber.

nny thing, too, it was the Ameri- reef-netters and gillnetters who fitted by the strike business. The dians did all right also; but it the American gillers and reefers cashed-in when the seiners hung n.

didn't seem to make sense, but July 4 closure—the strike end- July 5 — the Americans were d of the Canadians in Sockeyes ht, even though the entire Amer- seine fleet was struck.

important factor in this peculiar tion was the large increase in et gear on the Sound; and the ed increase in the effectiveness at gear when made-up from ny- web. It is understood that best hates show about 250 American tters, and most of them using n. This accounts for a lot of fish. ons in the know estimated that tters *cleared* an average of about during the week before the purse rs settled.

ef netting was even better and reefnet outfit at Point Roberts is to have *shared $1,000 per man* g the same week.

e seine strike was finally settled he basis of 26c per lb. for Sock- 11.5c for Pinks; 13c for Silvers; 14c for Kings.

1952 the prices for these vari- were: Sockeyes, 28c; Pinks, 14c; rs, 20c; Kings, 18c.

BLUEBACKS TAKEN COLUMBIA RIVER

e opening days of the summer n on the Columbia River yielded quantities of Chinooks and Steel- s for that season of the year, he take of Bluebacks proved seri- disappointing to the fishermen went out with their 5" nets and mels.

"I'D LIKE TO GET A JOB ON ONE OF THESE DRUM SEINERS I'VE BEEN HEARING ABOUT."

ALBACORE HIT EARLY IN JULY

The Fourth of July brought the long-awaited pick-up in California Albacore production. On that weekend fishermen in waters off Mexico reported catches ranging from 75 to 300 fish per boat per day. Biggest catches were reported from the *Dorothy R* and the *Jon-Tru,* skippered by Russ Farnell and Bob Carpenter, respectively.

San Pedro boats which had already unloaded by the Fourth included the *Liny,* Bob Austin; *Oslo,* Olaf Myer; *Twenty Grand,* Bill Yeoman; and the *Silver,* Bob Nygaard.

Reefer Is Attached

The 1,055-ton shrimp vessel *Pacific Reefer,* was reported attached in Balboa Harbor recently on petition of 11 crew members, suing the owners for back wages. According to the ship's agent, money to send some of the crew members back to Ecuador was sent by the owner, but the men claimed the amount was inadequate.

1954 ALASKA REGULATIONS HEARINGS ARE SCHEDULED

First of the public hearings on proposed fishery regulations for Alaska in 1954 will be held in Dillingham, Bristol Bay, Aug. 1, immediately following the close of the current season in that area.

Schedule of the other Alaska hearings has been announced as follows:

September 18, Kodiak; September 21, Anchorage; September 23, Cordova; October 12, Ketchikan; October 14, Wrangell; October 15, Petersburg; October 19, Sitka; October 21, Juneau.

Dates for Seward and Yakutat hearings will be set later.

Final hearings will be held in Seattle Nov. 4, 5 and 6.

"TREASURE I." HITS BEACH

The Monterey jig boat *Treasure Island III,* which went aground in July, 10 miles south of Cape Colnett, Lower California, was still hard and fast on the beach as this issue of *PFN* was prepared for press.

The owner, Albert Wickam, advised the Coast Guard he would handle salvage operations.

"...notable fuel economy, quick, easy starting, safe, dependable operation with

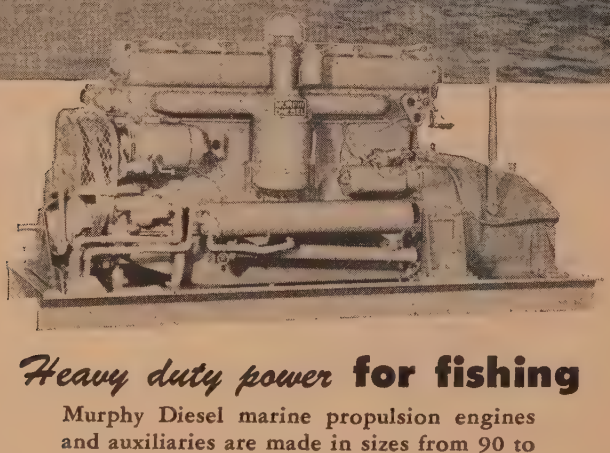
MURPHY DIESEL

says

Don Hansen

Boat Builder and Owner

"VIKING MAID



LET'S let Don Hansen tell in his own words why selected a Murphy Diesel for the "Viking Maid" *"The experience of top-notch fishermen using Murp diesels was a major factor in our decision . . . The bo which we build in our yard are built for high-l operation and the fact that many of them were Murp powered led us to the conclusion that we should h this engine in our boat. We found that during the f season of operation we got good results from this eng with notable fuel economy, quick, easy starting a safe, dependable operation."*

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HORE FISHERMEN TO ARGUE FOR PROTECTION

ve participation in the fall rs before the Federal Tariff ssion on the plea for increased and/or quota on fillets is d by the Off-Shore Fishing Ves- ners Association with head- s in Astoria, Ore.

Columbia River trawl fleet is funds to send a four-man rep- tion to the hearings, and ma- pply houses in Astoria were the first contributors to the

ur J. Anderson, master of the r *Kincheloe,* is president of the tion and reports that it is at Lloyd Fletcher, whom the .A. sent to Washington last had been highly effective in g about the Tariff Commission

FIRST OREGON SHRIMP CATCH LANDED BY "NEW MEXICO"

First commercial delivery of shrimp on the Oregon coast was made at Garibaldi, on Tillamook Bay just before the end of June by the 65′ dragger *New Mexico,* commanded by Lloyd Fletcher. He was accompanied by Bill Horne. The operation was planned by Art Paquet, but illness in his family prevented him from making the trip.

The catch consisted of about 400 pounds of pink shrimp, taken in about 100 fathoms. The count was about 125 shrimp per pound, comparable with those taken commercially in the Alaska fishery centering at Petersburg.

Proving it was no fluke, the *New Mexico* on her second trip took 1,500 lbs. of shrimp, caught on 10 different locations off the Central Oregon coast.

The Oregon fishermen are prepared to undertake shrimp fishing on a commercial basis if the picking and marketing of the shellfish proves profitable.

ASTORIA ALBACORE BOATS SET-OUT FOR CALIFORNIA

Discouraged by the poor early runs of Albacore in recent years off the Pacific Northwest coast, a fleet of the tuna jiggers working out of the Columbia River departed by early July for Southern California to engage in the early fishery there.

These boats include *Galaxy,* Ira Ludtke; *Valhalla II,* Veikko Romppanen; *Nestucca,* A. J. Conger, Jr.; *Bristol,* Elmer Astala; *Argo,* Fred Wolleson; *Destiny,* Wilbur Northup; *Scarab,* Cliff Driskell; *Wauna,* Allen Mattila; *Jenny F. Decker,* Trygve Johanson, and *Madeline J.,* John Auvil.

"CAPTAIN LUDVIG" BURNS AND SINKS OFF OREGON

Captain Ludvig, 64′ dragger which has been one of the best-known trawlers in the Pacific fleet since she was built in 1945, burned and sank June 25 off the central Oregon coast. She was owned by Jake Bosshart of Warrenton, Ore., and skippered by Ed Zorich. Crew members included R. Z. Viukhula, Walter Hendrickson and Peter Dezwart. Capt. Jack Ray of the dragger *Destiny* took off all the men after the flames got out of control.

The vessel took fire off Cascade Head. The Yaquina Bay coast guard craft and the draggers *Destiny* and *Ida Mae* fought the fire, but could not cope with it and eventually the hull burned through near the waterline, sinking the craft.

The vessel fished for the New England Fish Co. at Astoria, and had served on occasion as a cannery tender in Alaskan waters.

52-DAY SEASON SHORTEST-EVER FOR AREA THREE

Shortest-ever by a wide margin, the Area 3 halibut season closed July 7 after a fishing period only 52 days in length.

This compared with a 56-day season in 1951; and 58 days in 1952.

No longer ago than the '30s the Area 3 fishing seasons uniformly exceeded 200 days in length.

Why the season-shrinking? Less fish?

By no means: *more* fish; more boats; better fishing.

Furthermore, there was a heavy early concentration of operations in Area 3 as result of the shortness of Area 2—only 24 days of fishing—and the exceptionally open weather which favored Gulf of Alaska operations through the season.

It was flying fish weather during most of June, with Kodiak reporting 80° temperatures. That makes it easy to catch fish, but not so easy to land them in first class condition.

SURF DESTROYS TROLLER

Lucky Girl, 29-year-old, 31-foot troller owned and skippered by J. C. Markham of Tacoma, was pounded to pieces in the surf near Oyehut, north of the Grays Harbor north jetty, this summer. Markham put on a life preserver and waded ashore.

Markham said he was cruising his boat along the surf line when one of its gas tanks went dry. Before he could switch over, he was in the breakers, where his boat started to break up. He estimated that the entire action took about three minutes.

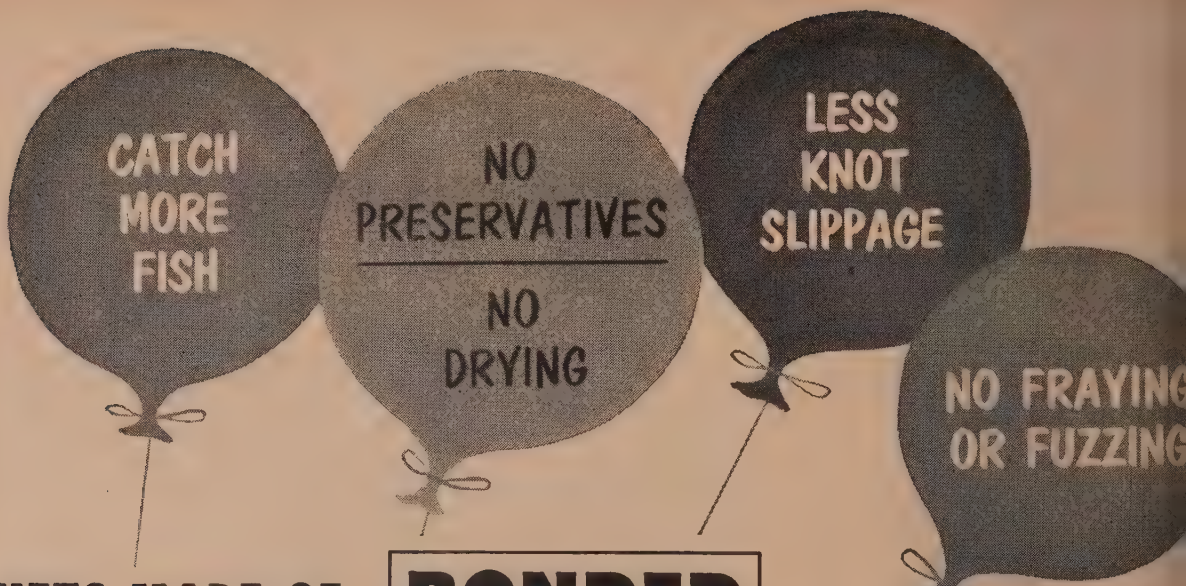
He was en route to Grays Harbor from Neah Bay.

ALBACORE BOATS ADD DFs

San Diego Albacore fishermen last month were all ready if a big run of fish occurred, and certainly that was the fervent hope of hundreds of fishermen and owners. Among those installing RCA direction finders aboard their boats, supplied by Shepherd Marine, from its San Diego branch were:

Alfred Silva, boat, *Guisseppe Padre;* Alfred Garcia, *Esperanca,* a Kettenburg 38-A; and the veteran Seattle fisherman, Oley Hanson on the boat, *Premier.* Instruments were the RCA 32 volt, Model AR-8711, supplied either with the outside or inside loop.

Amelio Angelo, San Jose, recently installed a Chrysler Crown with 2½-1 reverse and reduction gear in his troller **Marguerite** which he keeps at Monterey. The engine was sold and installed by Boicelli & Boss, Fishermen's Wharf, San Francisco. They also sold and installed Kolstrand salmon gurdies on the boat. Mr. Angelo built the 38′ boat himself.



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NYLON NETTING

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For further information, get in touch with one of the foll manufacturers who make nets of BONDED NYLOCK NYLON

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Pacific Coast Representative: **J. W. ASHLEY,**
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IRO BAY HAS NEW ILITIES FOR FISHERMEN

orro Bay is much better prepared handling the fleet than last year. 4' addition to the county pier was pleted recently, greatly enlarging ie-up space. The run of fish off o Bay last season, resulted in ision and damage to boats be- e there were no adequate moor- acilities. The Coast Guard cutter is now berthed at the north end ie pier and the Fishermen's As- tion of Morro Bay has leased age for fish buying and icing to the cutter. Also new this year marine fueling station which in ious years had to be ordered from Luis Obispo.

iling for the south are a number oats which base at Moss Landing in the season: Bill Casper on *Doris,* Dale Hunt on the *Quest,* ny Sponarich on the *Barbara,* ; Fremstad on the *Garda Marie,* Arnold Ennis on the *Gladys E.*

e shrimp found in the Morro Avila area are delicious. A small able variety now being widely ibuted has become an important try down there. Discovery of the was made several years ago but ntil a California Fish and Game rch vessel made extensive in- gation did anyone realize how erous they were. A large variety a small lobster has recently been vered also and it will soon be mined whether or not these beds in quantities great enough to ibute commercially. The boats, e H. and *Hornet,* equipped with trawls are delivering shrimp to buyers.

ALIBI" CONVERTED M CRUISER TO TUNAMAN

l Erickson took his 34-foot cabin er *My Alibi* which he had used pleasure, and converted it to a equipped Albacore boat, working his partner Sam Miller. For a ulsion unit he chose a Model M, 3-cylinder, two-cycle P & H ne diesel engine 3:1 twin disc tion and Marmac throttle and h controls. The boat's home port n Pedro.

converting the cruiser, he ped it to the deck, took out the oard planks and added 40" of to carry the new 2" Monel shaft. oved the engine 8' forward, built sh deck, raised the bulwarks 15"

Alibi will carry 10 tons of fish he hold, is Freon-refrigerated, a 5-hp. Crofton diesel motor. hette Boat Works installed the eration. Navigational equipment des an Apelco direction finder, lins transmitter-receiver, a Wood man automatic pilot.

e boat sleeps 3.

HURT BY FALL AT SEA

Charles Frach, 23, Westport, suffered head and arm injuries and narrowly escaped drowning June 28 when he slipped from the rigging of his father's boat while 10 miles off Westport.

Frach was attempting to repair the radio antenna aboard the *Kingfisher* when he slipped. He crashed to the gunwales and slid overboard but was grabbed by his father. The coast guard at Westport, notified by radio, sent its speedy 40-foot utility boat. Frach was rushed to an Aberdeen hospital.

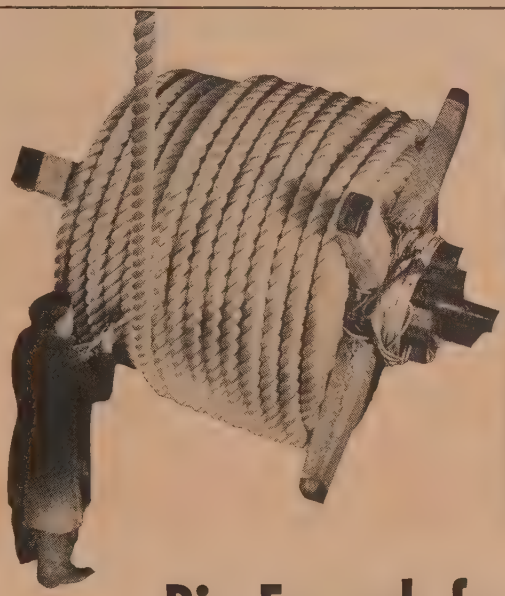
Benny Pignatti, San Francisco, has bought out the Carinalli interests in the trawler **Admiral King,** and owns the boat in partnership with **Caesar Palestine.**

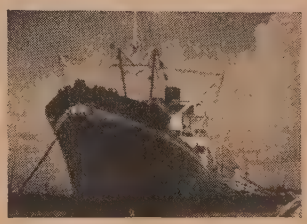
Lures Add Zest to Tuna Reaction to Attractant

Experiments with artificial tuna attractant extracts at sea by the Pacific Oceanic Fishery Investigations vessel *Charles H. Gilbert* indicate that the effectiveness of the liquid lure is increased when supplemented with visual stimulus in the form of strips of metal foil, tin and plastic.

Some of the metal strips were struck and swallowed by the Skipjack.

Copper River Coop., Inc., Cordova, has repowered its floater **Eshamy** with two General Motors 6-110 diesels. The new engines, supplied by Evans Engine & Equipment Company, are reported to give much better performance to the converted landing craft.





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You'll see rope like this aboard an ocean liner, or on a big freighter—and if you need it larger, we can make it for you. The two-story rope-making machine in the Brooklyn, New York mill of American Manufacturing Company will turn out a line up to twenty inches in circumference!

For more than sixty years we've been making rope for farmers, fishermen, ship operators and industry. In all this time "American Brand" Pure Manila Rope has been made to the very highest standards of quality. It has earned a universal reputation for uniformity, dependability and service value.

How do you tell "American Brand" from other ropes? The answer to this is: "Look for the red and green markers"—our trademark. These colored yarns are your guide to quality—like the insignia on a car, the brand on a food product, or the tailor's label in a suit.

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GM DIESEL
CASE HISTORY NO. 521-5

BOAT AND OWNER: 40-foot dragger "VICTORIA" owned by George Adams of Provincetown, Mass.

INSTALLATION: GM 4-71 Diesel, installed in 1947 to replace 110 H.P. gas engine, turns 28" x 18" wheel through 2:1 reduction.

PERFORMANCE: Captain Adams reports "the 110 H.P. 4-71 increased cruising speed from 8 to 9½ knots and cut fuel consumption 20-25%. In five years I've never had to stop fishing due to engine trouble."

It pays to STANDARDIZE on

GM GENERAL MOTORS DIESEL POWER

NO FISHING TIME LOST IN FIVE YEARS

"I couldn't ask for a better performing engine," says Captain Adams. "It's economical, dependable and very easy to start."

From Halifax to Key West, from Fort Myers to Campeche, from San Diego to Juneau—any fisherman who owns a General Motors Diesel will tell you his engine is helping him make a profit. It's "GM Engineered" for long life and dependability. It is more compact and lighter than other Diesels. It starts fast, runs smooth and delivers years of faithful service. And, with all this—*it costs less.* Now, with the new small 4-51 model, there's a General Motors Diesel engine for every fishing boat. See your nearest GM Diesel distributor for complete details.

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Spokane
MODERN MACHINERY CO., INC

San Diego Commercial Fishing Boat Owners, Inc., entertained more than 100 members, as well as representatives of San Diego's fishing industry and the harbor department, at open house held at the organization's new headquarters. Nick Cordileone, president and owner of the *Marie Josette* was official host. John Bate, port director was principal speaker. Here, left to right: Mr. Cordileone; Past President Calvin "Spade" Burns; John N. Kelley, *Malihini*; Mr. Bate; Vernon Brown, American Tunaboat Association; Joseph J. Camillo, Lower California Fisheries Association; John Zitco, High Seas Tuna Packing Company; Phil Bertram, Van Camp Sea Food Company; Harbor Master L. T. Cavanagh.

SAN DIEGO BITE-SIZE ITEMS

muel Neves continues his fine rmance with the great tuna clip- *onstitution*. Adding to a succes- of full-load trips, the 150′ clipper ned to San Diego in early July another, after 7-weeks out . . . *Rose*, regular skipper of the *Europa* took time out last trip arry Mildred Joan Sweek, for- of New Zealand, at San Diego. r *Sam Crivello* took out the big and-liner and just to show he t lost his touch brought her with a capacity fare from the s . . . Another veteran, mostly e beach these days, *John Car-* gave his son John a spell and out the *Crusader*. John is co- of the *Notre Dame* and *Santa arita* . . . *Joaquin Theodore*, ger of the Union Oil dock at Diego, has made a trip by plane o Island, Azores, where he was It was the hero of Guadacanal's visit home in 31 years . . . *Joe* o, managing owner, *Sun Trav-* nd *Sun King*, was another San n visiting old home scenes in ra Island, Portugal in July . . . *Virissimo*, skipper of the *Hornet*, led a Freeman automatic metal supplied by Shepherd Marine, sailing on the current trip . . . *Madruga*, skipper-co-owner of *merican Lady* is aboard again a trip to Pico Island, where he d some whaling with old s. He reported seeing large ls of Yellowfin offshore . . . *ce Sousa*, 26-year tuna skipper, ade two successful trips with g *Sun Venus* . . . *Joe Machado*, one of the fleet's crack skippers is currently aboard the *Normandie*, giving her regular captain *Joe Marques* a holiday. *Joe Medina*, owner, is attending to his whaling reduction enterprise at the Azores.

"STAR CREST" RELEASED, SKIPPER IS FINED

Panama set aside its five-week old confiscation order against the San Diego tuna clipper *Star Crest* on June 30, but upheld a $2,500 fine against the captain, Charles Lyall. The vessel's owners, Star & Crescent Boat Co., had previously paid a fine of $3,000 for allegedly fishing in Panamanian waters without a license.

The $300,000 hook-and-liner was seized off Anton, May 19 by Panama police posing as fishermen. They captured the clipper's tender, said to be putting out a bait net. When the vessel approached, police boarded and took the *Star Crest* to Panama. She was then ordered confiscated.

In mid-June, Panama issued a decree changing some provisions of fishing regulations, particularly cost of permits to fish live bait, and dates and length of fishing season. Permits now cost $11 per net ton; season is from February 1 to October 31 each year, and infraction fines will cost from $500 to $10,000.

Phil Bertram is again associated with **Henry Olsen** at the Van Camp Sea Food Co., San Diego, as assistant port captain. **Eddie Ghio** has returned to his job after a long period of illness, but **Bill Hall** is still on the absent list.

"MARAUDER" TOPS TUNA SEINERS AT HALF-YEAR

Tony Mihovilovich is rated the top tuna purse seine skipper in tonnage thus far in 1953. The *Marauder* has completed six trips. *Western Monarch*, John Mezin, owner, has completed four, the last with his son Norman as skipper. Joe Mardesich's *Pioneer* has concluded successfully four trips.

To date the purse seine fleet of San Pedro has delivered approximately 15,000 tons, largely Yellowfin.

The *Marauder* was built by Peterson Boatbuilding Co. of Tacoma and was sold by San Pedro owners to the current skipper in 1947. She is 86′ long and is refrigerated by Baker.

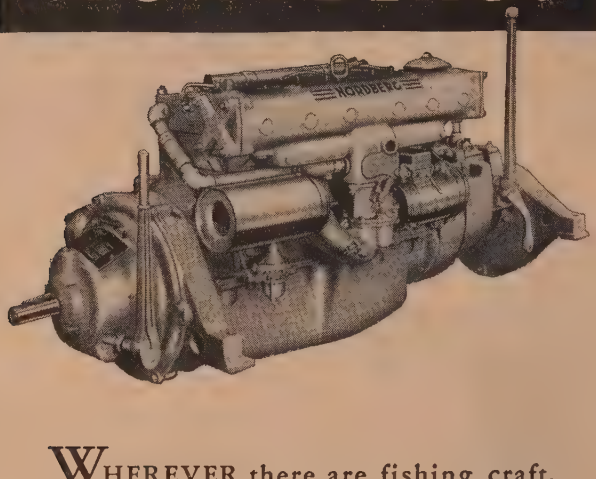
FISHERMEN'S GRANGE GROUP SEEKS PUBLIC INTEREST

The Newport Harbor Fishermen's Grange, No. 776, has arranged for a booth at the Orange County Fair in August. The fishermen hope this will arouse interest in the small-boat commercial fishing industry.

At its last meeting, this Grange held a question-and-answer session on the duties and responsibilities of the U. S. Coast Guard. Lt. E. A. Poulter was in attendance and showed a film illustrating navigational rules of the road.

The Grange has requested information on a bill presented in the House (HR 5307) by Rep. Dorn of New York pertaining to a ban on dumping of certain materials in coastal navigable waters of the United States. Grange members feel that foreign deposits off the California coastline have become a problem to the fisherman.

More and more FISHERMEN SPECIFY NORDBERG!



WHEREVER there are fishing craft, you'll find more and more skippers specifying dependable, economical Nordberg Gasoline Marine Engine power. The answer is simple, when you realize that Nordberg gives you *more for your money,* with such features as seven main bearing crankshafts—the exclusive STA-NU-TRAL Clutch—and 100% heavy duty, full marine construction from stem to stern.

Write for your copy of BULLETIN 198 which describes all six of these great engines...in sizes from 95 to 145 horsepower.

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ECHO DEPTH SOUNDER

MODEL DE-116

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- LOW IN COST

An improved echo depth sounder at a new low cost. Ran 0-60 or 0-120 fathoms (optional) calibrated in feet fathoms. Accessories include: remote indicator for t position depth sounding; conversion kit for changing ra of either model. New streamlined transducer requires fairing.

Available for input voltages of 6, 12 or 32 volts D.

RAYTHEON

Submarine Signal **FATHOMETER***
ECHO DEPTH SOUNDERS

INDICATORS — FATHOMETER CADET*. Low cost indicator, range 1 foot to 160 feet. FATHOMETER JR. Model DE-116. Range 0-60 or 0-120 fathoms (optional), calibrated in feet and fathoms. Available with remote indicator.

RECORDERS — Four models. Model 1373 with dual range, 1-100 and 100-200 fathoms; Model 1373S with dual range, 0-200 and 200-400 feet for shallow water; Models 1373F and 1373SF with fast chart speed for detailed recording.

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OMPETITIVE QUALITY EGINS ON THE BOAT

By DR. EDWARD W. HARVEY

High quality of foreign fillets entering the United States is given by distributors as one of the reasons why imports have provided such serious competition for the American products. They say the competition comes from quality as well as price. Dr. E. W. Harvey, director of the Oregon Seafoods Laboratory, Astoria, is one of those who believes that the American industry can cope with the competitive threat by raising its standard of quality.

He has written *Pacific Fisherman* two articles on the subject, the first of which follows. The second will appear next month.

OST VITAL FACTOR in expanding the market for our Pacific seafoods, thereby reng more profits to fishermen, is ake more satisfied consumers of ods. More people would like fish eat more of it if they could be ed that all fish they bought were -1 condition.

h are among the most perishof foods and a great responsilies with the processors to see only the best quality fish are for the fabrication of their prodand with the distributors and ers to see that they maintain quality by proper storage until product is in the customer's s. However, *care must begin in olds of the fishing vessels.* This tremely important, for here the est damage can start, and be destructive to the most fish. ing and fork hole damage and quate chilling conditions during ing on board directly result in and steaks which are mediocre or in appearance, taste, nutriind keeping ability.

h which are processed for freezne same day as caught make the finished product. However, since is next to impossible in the commercial bottom-fish fishery, a knowledge of the changes which take place in fish after capture, and the ways in which to prevent or delay such changes, is important.

From the time fish are captured, a number of natural changes start taking place, and every possible precaution must be taken today and/or prevent this natural deterioration. Spoilage of fish is due to three activities: (a) autolysis or self-digestion; (b) oxidation, such as the development of rancidity in the fats; (c) bacterial growth. The latter is by far the most important in producing the most striking and undesirable changes in the flavor, odor and appearance of fish.

In outward appearance the following changes take place: the surface loses its bright sheen and colors, and becomes covered with a thicker slime, which grows more and more cloudy and finally becomes yellow or brown; the belly walls or "flaps" soften and show reddish-brown discoloration; the eyes, which were bright, full and prominent, sink and shrink becoming cloudy and milky; the gills change from a bright slime-free red to a bleached and finally greyish yellow color, covered with very thick slime; the odor changes from seaweedy to sickly sweet, stale, ammonia-like and finally putrid; the flesh, which is firm and elastic during rigor mortis, becomes softer until finger indentations remain and juices ooze under light pressure.

Internally, the powerful digestive enzymes in the gut attack and perforate the gut wall and along with bacteria from the gut proceed to attack the belly wall and viscera. The flesh and body fluids of freshly caught fish are sterile but after rigor mortis has passed the bacteria on the surface and in the visceral cavity find entry into the flesh through the skin and from the gills and kidney along the veins, especially along the main vein which lies beneath the backbone. *The marine bacteria responsible for spoilage in fish, unlike those for most foods, grow rapidly at a temperature just above the freezing point of water. They actually thrive in a cool environment.*

Realizing how thsee natural changes from freshness to staleness and eventual spoilage occur, it is easy to see how some handling practices at sea tend to accelerate these processes. Some of these are enumerated as follows:

(1) *Inadequacy of chilling procedures.* Chilling is often delayed during heavy catch periods. There is often not enough ice on board in which to pack the fish adequately and to keep them effectively until the boat docks. Lack of insulation makes uniform temperatures within the hold impossible. Hence fish nearest the deck and bulkheads are not chilled adequately. It has been estimated that heat transfer in noninsulated holds causes as much ice wastage during a week's voyage as that required to cool the fish. Wooden holds do not cool rapidly and actually raise the temperature of the fish, and when holds are not pre-cooled too much of the effect of the ice goes into cooling the walls.

(2) *Unsanitary practices.* Regardless of whether surfaces are wooden or metal, scales, viscera and blood collect. Although hosing walls and

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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT Heavy Duty RPM Motor

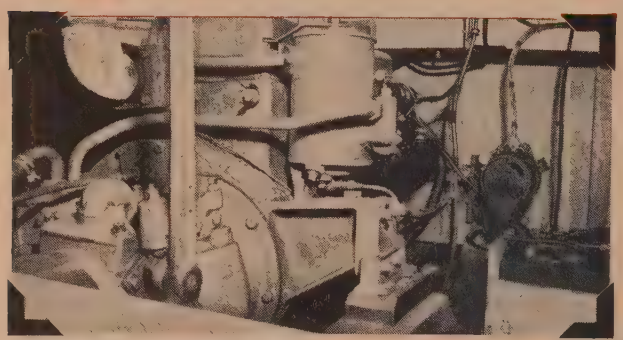
UNIT 115 H.P. marine engine

SERVICE Fishing boat "Four Brothers"

CONDITIONS Low engine temperatures constant load

FIRM V. Passanisi & Son San Diego, Calif.

Engine clean after 1⅓ years of "cold" operation



HEAVY DUTY RPM MOTOR OIL has kept this 115 H.P. marine engine clean and running perfectly for 16 months, despite tough work 10 hours a day, 5 days a week. The engine powers the 32 foot, 10 ft. beam fishing boat, "Four Brothers," operated by V. Passanisi and son, Frank. When inspected recently engine showed no deposits, all rings and bearings were in good condition

FRANK PASSANISI says, "Carbon is a common problem in most fishing boat engines because they work 'cold'—at temperatures too low for best operation. However, Heavy Duty 'RPM' solved that problem for us. The way our engine runs now, we should be able to go 5 years before thinking of an overhaul."

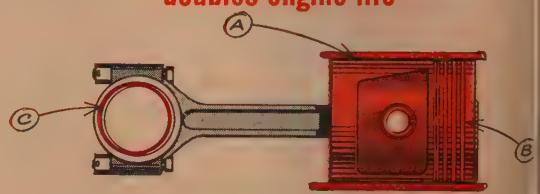
MECHANIC E. B. DAVIS, owner of Rosecrans Garage, San Diego, says, "When I opened this engine to grind the valves, it was the cleanest I'd ever seen in this type. There were no signs of wear in cylinders or on pistons."

REMARKS: Heavy Duty RPM Motor Oil was developed through atomic research to prevent extra wear. It keeps engines clean of carbon and lacquer, resists the formation of deposits, prevents corrosion, and stops foaming in the oil systems. Comes in several grades.

HEAVY DUTY RPM MOTOR OIL

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How Heavy Duty RPM Motor Oil doubles engine life



A. Contains special compounds that keep lubricant on metal whether hot or cold—reduce starting and running wear and rusting when idle.

B. Detergent makes carbon and soot contaminants harmless—keeps rings free, engine clean.

C. Resists oxidation and corrosion, stops foaming.

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bbing decks with cold sea water
ıs to a degree, it is not thorough.
d surfaces become roughened by
and water damage making them
difficult to clean. In dressing
gurry often is not completely
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a fresh catch is hauled in, thus
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The fish themselves may be
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that the ice water containing
, blood and bacteria drains down
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aminating the lower ones.

) *Rough Handling.* When forks
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for the spoilage bacteria, as
as actual sites of inoculation of
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subsequently rapid spoilage. This
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ays: excessive pressure on the
in the pens, large jagged pieces
e in the hold aggravated by boat
on in rough weather, walking
gh fish on deck and in the holds,
letting fish drop from the hatch to the hold floor. It may be noted that excessive depth of stowage not only causes bruising, but also loss of weight—up to 14% in 18 days for fish at the bottom and only 2-4% loss at the top. Fish at the bottom of a 5½′ stowage look 2-4 days older than the same fish iced in boxes.

(In a second article, to be published next month, Dr. Harvey makes specific suggestions as to *how* superior quality can be protected by proper handling on the fishing boat.)

ANDREW BERG, BUILDER OF FISHING BOATS DIES

Andrew Berg, boat builder, died of a heart attack at Seattle the middle of June at the age of 62. He was waiting for an airplane for San Francisco when he was stricken and died at the Seattle-Tacoma airport.

Mr. Berg operated the Berg Shipyard at Seattle for 20 years prior to 1942, when he moved to Blaine. Many of the well known fishing vessels built at Seattle during that period came from his ways.

"Tatoosh" Sinks

The fishing boat *Tatoosh,* about 50′ in length and owned by David Hume, Hoquiam, sank recently near the junction of the Hoquiam and Chehalis Rivers.

Cause of the sinking was not learned. The boat was raised in July.

New Tuna Longline Gear Proves Highly Effective

Very promising results with experimental tuna longline gear are reported by the Pacific Oceanic Fishery Investigations, Hawaii, which finds that the new gear gives a net gain of about 50% in effectiveness.

The gear has twice as many hooks per basket as the standard gear, and the branch lines or gangions are only one fathom in length. They are also attached to the mainline by a swiveling device which assists in reduction of fouling.

Writing of this gear, O. E. Sette, POFI director, says:

"Further development work and field testing will be done on this gear with a view to its possible adoption by commercial longline ventures in the central Pacific projected for the coming autumn."

On her last cruise the research vessel *John R. Manning* found very good fishing for Yellowfin, taking fish at rates running up to 10 per 100 hooks. South of the Equator considerable numbers of large Albacore were taken at a rate of 7 per 100 hooks; which compares with an average of 5.5 fish per 100 in the best Japanese longline fishing for Albacore.

A Sur Echo depth sounder has been put aboard the **Conte Bros.,** net boat owned by A. Valtino. Hanchette Boat Shop in San Pedro did the job.

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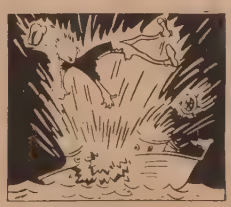

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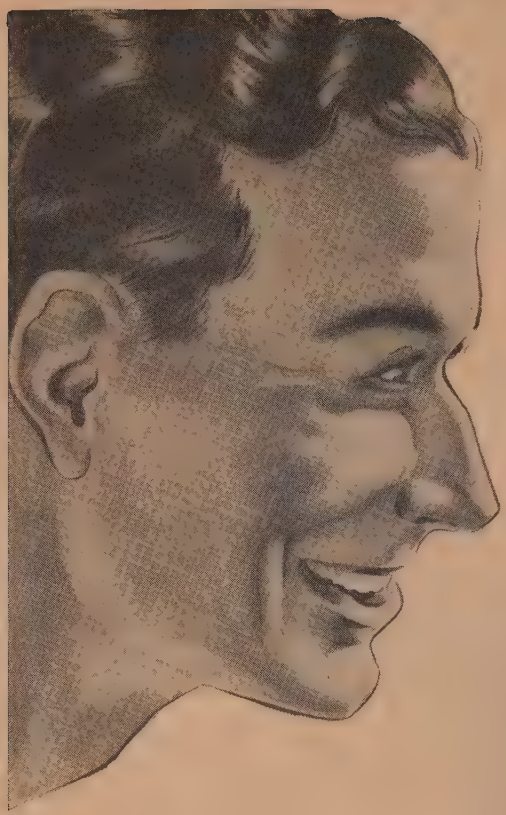

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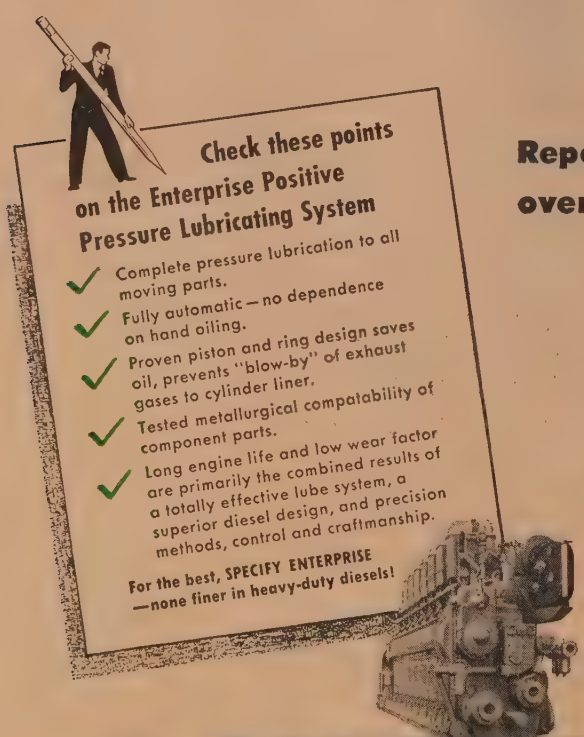
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S LANDING SALMON ING ONLY FAIR

st of the big trollers left for the after six weeks of fishing out of Landing. Some boats had pretty catches, while others reported a slow season. Conrad Pederson s high-liner *Sun-Ra* tallied up lbs. for the record catch up to iddle of June. Leroy and Dosha ngton on the *Peso II* were run- up with 4600 lbs. one trip while al other boats delivered two tons at a time.

the day boats it was good one nd poor the next, no one was happy about the season. Fisher- said the salmon didn't appear to ry hungry and more vivid lures being strung up to tempt them.

* * *

Holdridge on the *Dorothy V.*, us Johannsens on the *Belle J. II* off Fort Bragg with fair suc- The Scriver brothers on the *Ellen,* Emo Pieracci on *Anita,* Groszmann on the *Tuna* and Hart on the *Marlene* were fish- ff Santa Cruz, which made it handy as their homes are there. *Lagnar M., Ellie IV,* and *Liberty* Gray's Harbor enroute to Moss ng and the south in June.

* * *

my Dale on his 65' *Flyer* took oat to San Pedro early in June on the ways. Orville Patterson of the *Silver Spray* and Alex Ogren of the *Jay-Cee* also had work done on their boats in San Pedro before starting out for tuna.

* * *

John Hopp of the *Corona* returned early in June from an 87 day trip aboard the tuna clipper *Santa Anita,* fishing off Central and South America.

* * *

Monterey boats fishing out of Moss Landing are, the *Gasper Boy* with Joe Spadero, *Northland* skippered by Sal Aliotti, *Tuffy* with Paul Orlando, *Blue Waters* owned by George Rose, *Goodwill* with Sebastian Gagliardo and *Maria B.* with Sol Bertolino.

* * *

George Otravadec of the *Panda* completed his move to California when he sold his home in Astoria recently and bought a new home in Seaside.

* * *

Batista Bregante of the *Five Brothers* took off his drag gear and went fishing for Albacore. His brother, Frank, and engineer Pete Silvey, who were formerly with him on the boat will stay shoreside. Attillio Canepa, whose boat *St. Anthony* was lost off Santa Cruz about two years ago, will accompany 'Tista on the *Five Brothers.*

* * *

After a few turns at salmon, Fred Hill of the *Sylvia* headed for Bristol Bay for a month's fishing. He plans to return here for tuna later in the season. Mrs. Hill will stay with Fred's mother in Seattle while her husband is up north.

* * *

E. W. Allison, who sold his *Sunset* to Ed Allen and purchased the *Rita Marie,* has taken Howard Carrigan of Castro Valley as his "boat puller." Bob Boutwell is sailing with Perry Barnes on the *Sea Siren.*

* * *

The much needed dredging of the harbor got under way at Moss Landing early in June. About six weeks was the time estimated to complete the job, so it would be in readiness by the time the trollers return here in mid-August. H. M. McCloskey of the San Fracisco Bridge Co., was in charge of the work. Otto Jemm of the Army Engineers was resident engineer for the project.

Adding to the activity of the port were the bait boats coming into the Santa Cruz cannery. Some of the herring were canned here, some shipped south. Fishermen were happy because they had plenty of fresh bait. Shrimps trucked up from Morro Bay will soon be packed in the local cannery according to Joe Olivieri, manager. The cannery has outfitted the boat, *Buenventura* skippered by Lyle Bennett, with beam trawls for netting the flavorful shrimp in the Morro-Bay-Avila area. Joe is working on a method of getting all the moisture out of the shrimp so they will keep well. The shrimp will be packed in 10 ounce

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, a new operation for the cannery

.car Vienola on the *Ann Marie* his brother Arthur on the *Belle J.*, n Moss Landing after fishing in hington. The Bob Masons on the *a J.*, Bill Yeoman on the *Twenty d* and the Roy Johnsons on the *ste II*, have also returned here. skippers didn't have very kind s for the weather in the north ey were held in port a good part he time. While up there, the ns had a reunion with Bob's er, Donna Wagner and her hus-, Ted, who used to fish on the out of Moss Landing. The Wag- now make their home in Port les.

rt and Mabel Swanson of the *wake* are back in Moss Landing from their home in Seattle. season was Mabel's first as a g wife. Now she is a seasoned an, handling the lines, the direc- finder and the coffee pot with dexterity.

newcomer in the harbor this year e boat *Chubby* from Morro Bay. B. Cummings, the captain, has drag fishing in that area. With market for drag fish slowed al- to a halt, Hal has turned to sal- fishing.

n and Minti Williams are oper- Fred Stellhorn's boat, *Lillian*, Fred remains at his job in Los les.

The sale of the 40' diesel troller, *Diane*, from Lloyd V. Glover of Eureka to Al Wilcox of Fairfield was completed here recently. The *Diane* based at Moss Landing the last two years and Lloyd fished her until the middle of last season when he left to skipper the *Galveston*. The new owner and former owner took the *Diane* north, where she will work out of Suisan.

The regular Morro Bay fishermen did not turn up here this year. Only John Ennis on the *Signe S.* was in port. Phillip Vella on the *Chief* is fishing in the south. Gerald Smith on the *Rebel* and Sig Sommersell on the *Harmony* will wait for Albacore.

Walter Reams of Seaside, former captain of the 65' cannery tender, *Prowler*, out of Juneau is back home again. The boat was sold up there and Walter is anxious to get back on the sea again. He formerly had the boats, *Gambier*, *Sea Mist* and *Ike* under contract in Alaska.

The *Linda Lee* has been brought down from San Raphael by her owner Dick Miller to fish out of Moss Landing again. He will be accompanied on the boat by Ralph Sasso of Antioch.

John Aiello, well known San Francisco fisherman, and skipper of the purse seiner **Pearl Harbor,** this summer took the Alaska Packers Association power scow **Manatee** to Naknek. When in Alaska he ran the tender **Seal** for the APA.

EUREKA SARDINE SEARCH FAILS TO FIND FISH

Sardine operators along the California coast focussed attention on Eureka recently in the hopes that explorations in the north coastal region might turn up schools of the fish.

The purse seiner *Henning J.*, out of San Francisco, spent several days in the waters off Eureka and Crescent City, under charter to the Tom Lazio Fish Company, in search of sardines.

Eureka salmon fishermen had reported the presence of sardines in the bellies of fish taken off the coast and also declared that sizeable schools of sardines had been seen "flashing" at sea. However, no reports of sardines in quantity were received from the *Henning J.*

JIG BOATS CELEBRATE JULY 4 WITH ALBACORE

As of early July, the *Alert* had delivered to San Pedro the season's largest Albacore catch — five tons. The *Hermes II* on July 7 delivered two tons and the *Myrtle L* 1¾ tons. On this date the schools of Longfins were scattered over a wide area of the high seas from the Cortez banks to San Martin Island. Over the Fourth of July weekend over 65 jig boats delivered 45 tons of Albacore.

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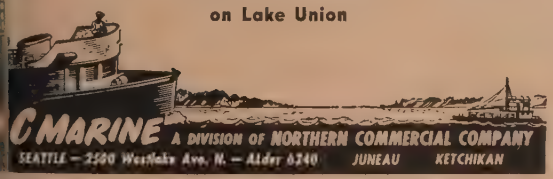

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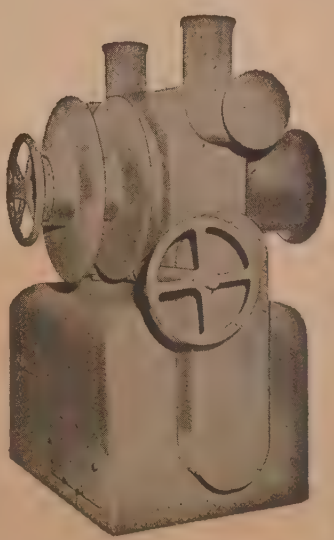

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VO-BOAT AM SEEKS INA WITH NE CREW

termined to catch tuna one way nother is the team of bait boat *Lark* and purse seiner *Western er*. The two vessels were sched- to leave for the tuna grounds ıly, with Capt. Nick Trutanich ıarge of the *Sea Lark,* fishing tar-Kist Foods, and Larry Zuan- whose *Cesare Augusto* was lost year in waters off Panama, as er of the *Western Clipper.*

e two boats will fish together will alternate gear to suit the ds" of the tuna. The *Sea Lark,* eet long, will serve as a refrig- d mothership, as well as a live boat. *There will be one crew to both vessels.*

e *Western Clipper,* which went ınd several years ago and was red a total loss, was re-built by Beach Marine Repair Co. by rocess of sheathing the torn hull sheets of steel, ¼" in the hull on, 3/16" in bow and stern. Each d steel section was bolted through the frames and the bolt heads themselves were welded to the plate. The original main power plant, an Atlas Imperial diesel, and the "Caterpillar" auxiliary were used in the rehabilitation of the damaged seiner.

Sea Lark was converted by Nick Dragich of San Pedro, but in 1950 became a bait boat owned by Global Fisheries, controlled by Nick Bez. In May, 1951, she delivered 583 tons of tuna, under Frank M. Medina, considered to have been the largest fare of tuna ever delivered to San Diego. In the seasons of 1951 and 1952 she served as a salmon freezership on Bristol Bay.

ATTACK BY SHARK TAKES TUNAMAN'S ARM

Jose Zacarias Gonsalves, 19-year-old tunaman off the San Pedro clipper *Gem of the Sea,* lost his arm to a shark in waters off the Panama Canal June 30. The accident occurred when the youth, son of Skipper Antonio Gonsalves, was retrieving a line that had fallen into the water from the tuna tender which was towing the bait box.

In danger of losing his life from loss of blood, the boy was rushed 60 miles to Balboa and put into the hospital, where doctors worked four hours on the wound and treating the victim for shock. Later he was reported out of danger.

Pelican's Pouch

"I'll take another of those sourdough pancakes," The Pelican said to the Elf, reaching for a third helping. "They are the best I have ever eaten."

"Those are not sourdoughs," the Elf replied laughingly. "You just use beer as the liquid with any of the ready-mix pancake flours or Bisquick. I heard Cliff Mason on the *Edre* telling the boys about it."

Kenneth Wold suffered a stroke aboard his boat the *Moby Dick,* while tied at the float in Pelican. He had just come from the steam bath. Bill Mork found him lying on the deck, one side completely paralyzed. He was flown to Juneau for treatment.

Lloyd P. Smith, who was in the armed forces for two years, one of which was spent in Korea, has rejoined the trolling fleet with his troller *Tuna.*

Oscar R. Haynes Jr. is skippering the 72 foot cannery tender *Robert A.* for the Pelican Canning Company this season.

E. J. (Joe) Conant passed away at the Marine hospital in Seattle May 21st from a heart ailment, which he had suffered for several years, but had continued to fish his troller *Bielby* until shortly before his death.

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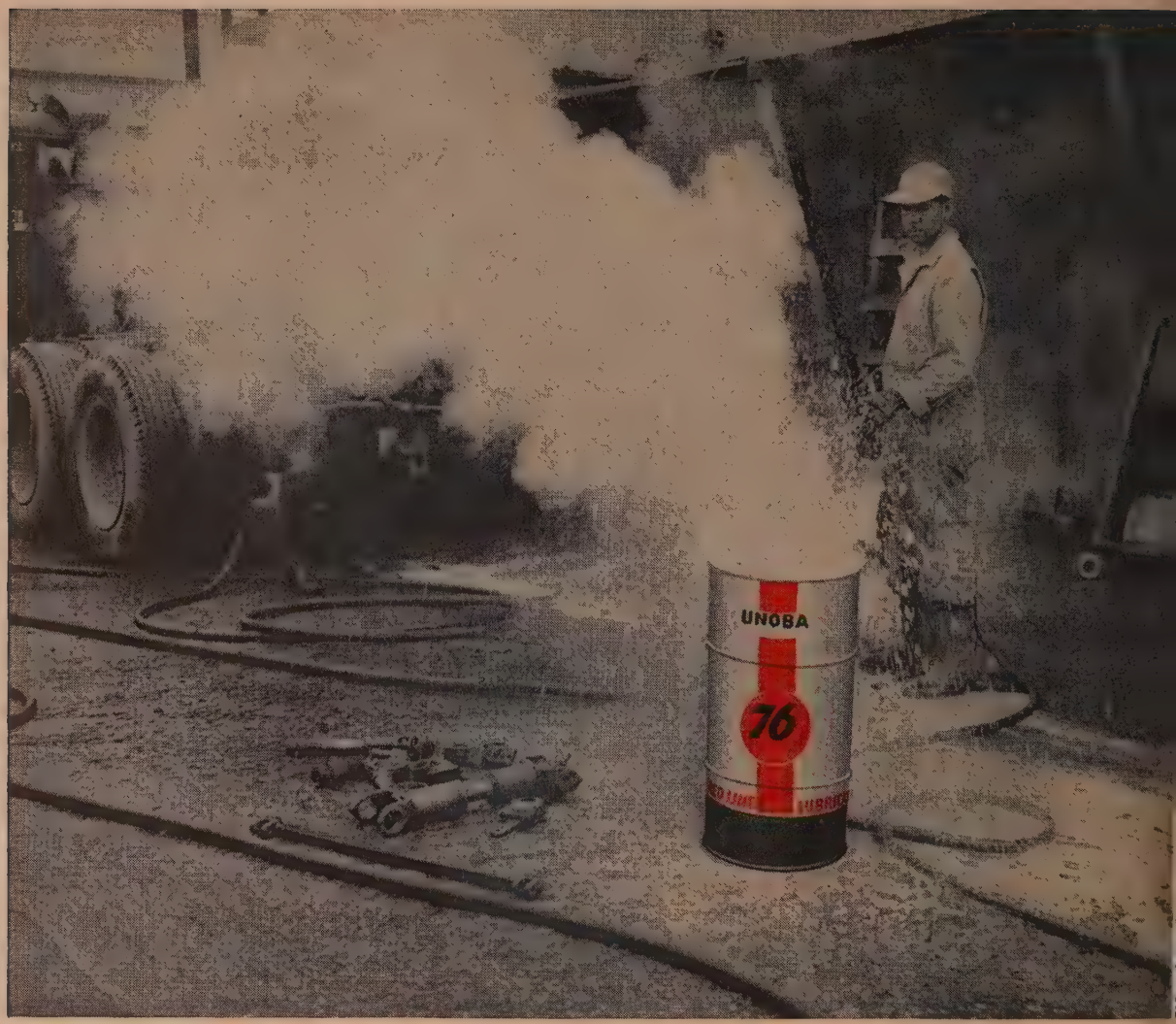

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"Last week I told one of my men to steam out an empty UNOBA grease barrel for use as a trash container. In about an hour he came back complaining that it couldn't be done. He had used the steam cleaner, with chemicals, for over 30 minutes without visible success. The UNOBA, though slightly lighter in color, was still clinging to the sides of the barrel, and still looked and felt good enough to use. You see, we've been sold on Union's products by their performance."

In this unplanned "test," William Gardner, Equipment Superintendent for J. H. Welsh & Son, Contracting Company, of Phoenix, Arizona, proved again that UNOBA grease resists *extremes* of temperature and moisture.

Leading fishermen, too, have learned to rely on UNOBA for vital equipment protection. They've found through experience that UNOBA's amazing ability to cling to metal gives outstanding protection against rust and salt-water corrosion. And multi-purpose UNOBA has saved them time and money by reducing grease inventories and eliminating the use of the wrong lubricants on expensive equipment.

Give *your* equipment the dependable protection of multi-purpose UNOBA grease.

UNION OIL 76 COMPANY OF CALIFORNIA

SAN PEDRO SEINE SETS

'STERN CLIPPER, which was ·ed last year after an accident stove-in large sections of her ıas a new plywood 22-foot skiff, powered with a Chrysler Crown e . . . New members of the Cal-ı Commercial Fishermen's Assn., nal Island, include *Silver,* owned nald Hitchcock and Robert Ny-; R. V. Kemp's *Chum; Ma-Nee,* es Stranov; *Regina,* Irving Sil-Harold Hansen's *Sea Trout* and Holland's *Valiant* . . .

ANIELLO II is the name of w 57' purse seiner for the Gugi-family, John, Lorenzo, Pasquale Phillip. The boat, built by Al n Boat Yard, replaces *St. Aniello* was recently sold. It is pow-with a 6-110 GM diesel engine, lpped with a propeller by Lamie three-inch monel shaft. She will 60 tons of sardines . . .

OLPH LARSON reports an in-ng use of Trevarno Fiberglas mmercial fishing boats docked ı yard for overhaul, etc. The glas was applied on the raised rd decks of the *Leona B, Sheryl, ı B, Isis* and the *Seven Seas* . . .

STERN FISHER, purse seiner with tuna, had a broken rud-0 miles south of Coronado s and was towed to port by & Crescent tug . . . When the *Jackie Sue,* Chris Gaspar, arrived at San Pedro early in June a stowaway was found aboard. He was promptly returned to Costa Rica . . . A Coast Guard plane was called upon to remove Sichi Tokuda from the *Nancy Rose* out of San Pedro. His leg had been broken in an accident on the boat off San Clemente . . .

CITY OF SAN PEDRO, Sam Mircovich, has a new diesel generator unit, a 6-71 GM working on a 60-kw. generator . . . Al Larson Boat Yard recently completed a 23-foot plywood skiff for a clipper operating for the Sun Pacific Co. Power is a Chrysler Ace . . . The same yard had constructed a 13-foot net tender for the *Sheryl.* This plywood hull is covered with Fiberglas . . . *Phyllis A,* hull by Jeffries, was recently launched from John's Boat Shop in Wilmington. She'll fish Albacore . . . The *Sarah,* out of Fleitz Bros, in San Pedro, has a new power plant, a Model 4-51 GM diesel, supplied by Crofton Diesel Engine Co. . . The Newport Harbor fishermen's Grange has joined with Grange units in San Diego and Los Angeles Harbors to eliminate social meetings during the three summer months, and to hold only one business meeting, since most of the members are fishing Albacore . . . Skippers of the purse seiners *Robin Hood, St. Christina* and *Conte Bros.* have been fined up to $400 each for illegal fishing with nets in a closed area off Catalina Island. The crews were given 90-day suspended jail sentences by Judge Ernest Windle of the Avalon District Court. The patrol boat *Bluefin* made the arrests for the California Fish and Game.

FISHERMEN FINDING MANY USES FOR NYLON NETTING

Fishermen all along the Pacific Coast are finding increasing applications for nylon netting in various fields of fisheries, according to J. W. Ashley, Pacific Coast representative of Heminway & Bartlett Manufacturing Co., makers of "Nylock" twine, used by netting companies for the manufacture of nets.

He returned to Seattle at the end of June from a five-weeks trip along the Pacific Coast from Puget Sound to Point Loma, in the course of which he travelled 3,600 miles, touching virtually every point where commercial fishing is done.

Nets made from Nylock are proving effective all along the coast, he reports; and particularly in the shad fishery of the Sacramento and the sea bass gillnetting off the Southern California kelp beds.

Use of nylon netting in brailers and bunts is making notable headway in purse seining operations.

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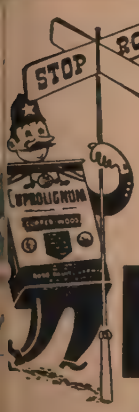

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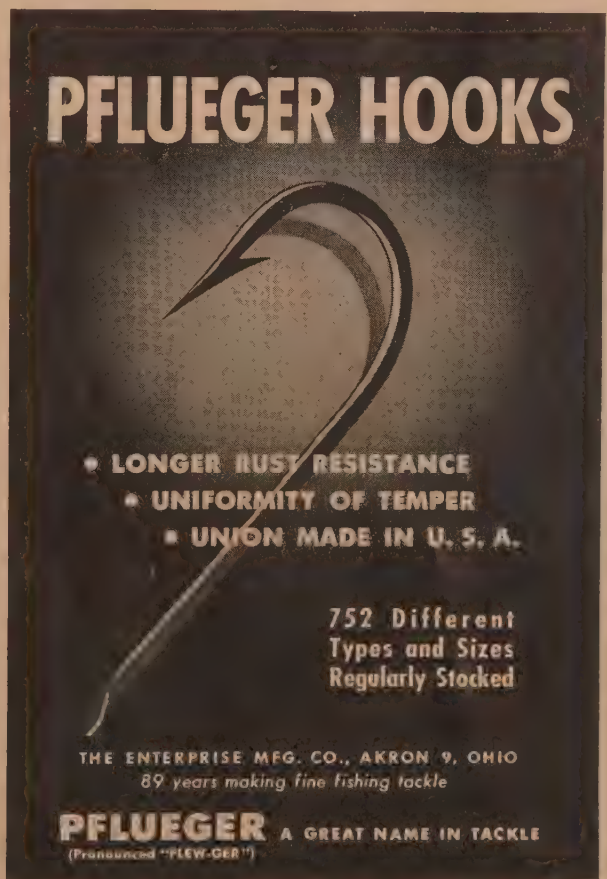

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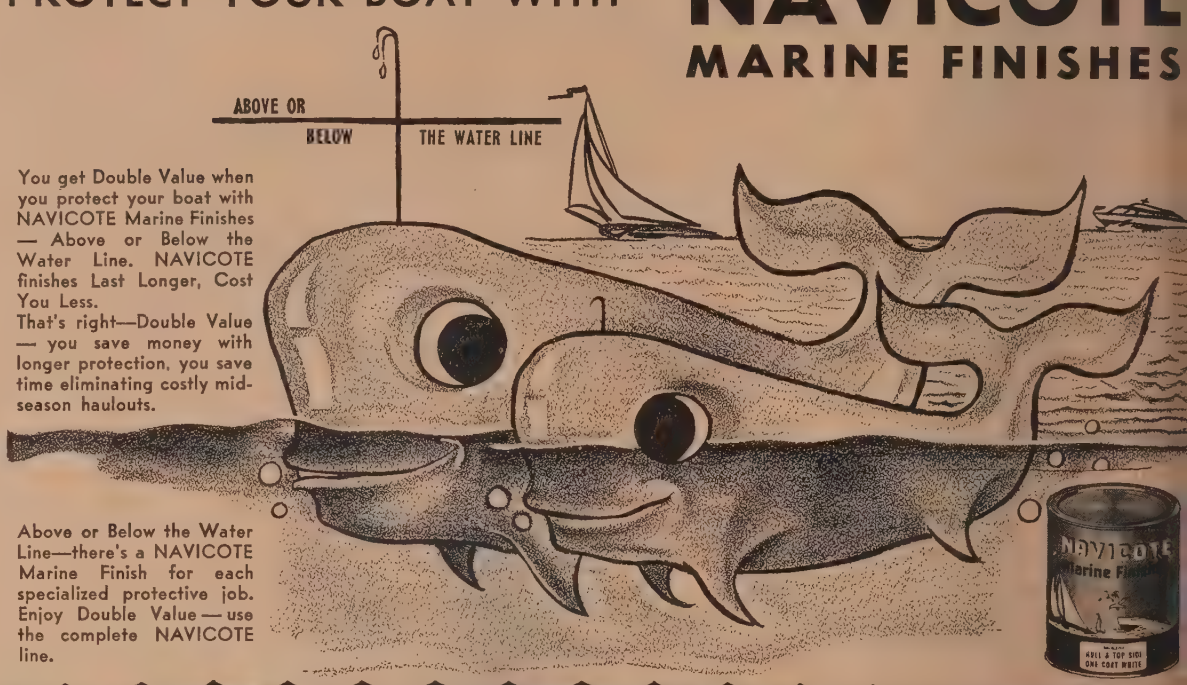

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Double Belt Model
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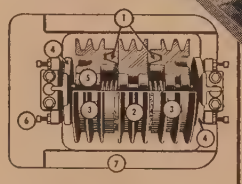

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Write for illustrated descriptive folder.

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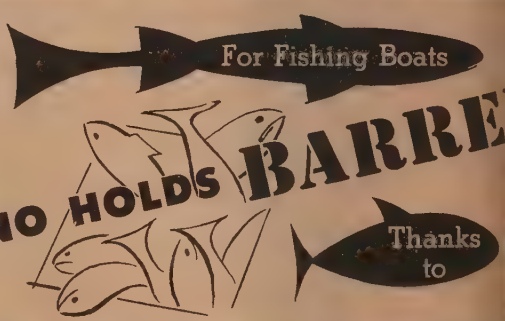

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LINES and LEADERS

berg Advances R. E. Schultz lanager of Advertising

. Schultz, who for some time has in the publicity department of the erg Manufacturing Co., Milwaukee, builders of gas and diesel engines eavy machinery, in July was pro- to the office of manager of the Ad- ng and Sales Development Depart- He is widely known in the publica- eld as a capable and energetic tech- in the field of advertising and sales tion.

Schultz succeeds J. D. Grace, long rge of the department, who was ap- i manager of the Screen Department, er Division, one of the highly im- t elements in Nordberg's organiza- structure.

ell's Marine Radio es to New Location

ell's Marine Radio in Newport , Calif., offering complete electronic e to commercial fishing boats and shers, has moved into new head- rs, sharing an attractive new build- ith Tyrell's Marine Electric.

Bartell, operator of the service, has een appointed distributor for Web- Tiare marine antennas and has long a distributor for Apelco radiotele- and direction finder equipment. He o a sales and service specialist for depth recorders and indicators. ew address is 2503 Coast Highway.

's New Direction er Now Available

ew model direction finder is now in ty production in the Kaar Engineer- rporation plant at Palo Alto, Calif. odel is designated the D-31.

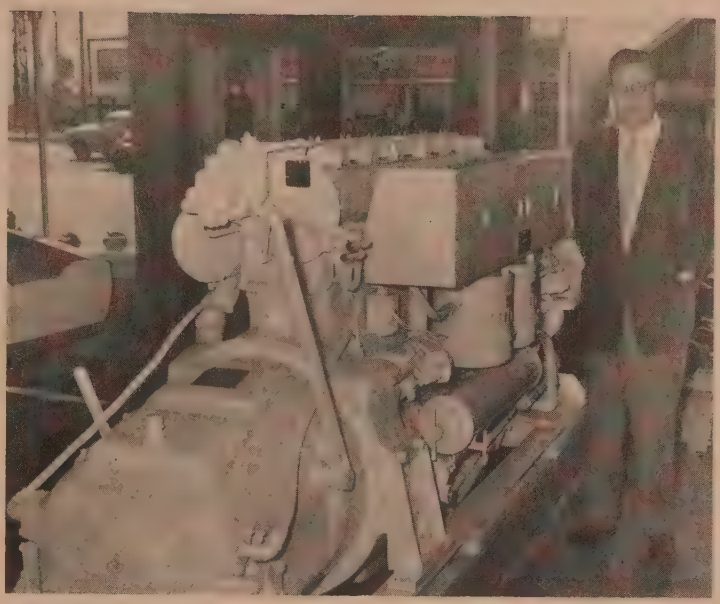
Kaar D-31 is an improved version widely used and well known Kaar D-24, of which more than 1500 have nstalled and are currently in use on boats and other craft.

mber of improvements and conveni- have been included in the new de- including a built-in tuning meter ud speaker. New circuit design has d in even better performance in ng weak and distant signals.

D-31 will continue to be sold h authorized dealers, along with ar 50- and 100-watt radiotelephones e Kaar ES-29 depth sounder.

rican Manufacturing s Nylon Rope Data

ew folder by American Manufactur- ompany, Brooklyn, N. Y. cordage ontains extensive information about aracteristics of "American Brand" rope. The folder includes up-to-date and strength charts on filament rope from 3/16" dia. to 2¼" dia. un Nylon ¼" dia. to ⅝" dia. A copy s folder may be obtained without by writing to American at Noble t Sts., Brooklyn 22, N. Y.



Leon Sutter, manager of the Alaska Pacific Supply Company, Seattle, shows the new model M-210 Murphy diesel engine, one of four new models just developed by the Murphy Diesel Company. The engine develops 210 hp. at 1200 rpm. Several new design features have been made in the engine with the lube oil and filtering systems changed. The engine is 6⅜" bore by 6½" stroke and has 1245 cu. in. piston displacement.

Detroit Diesel Changes Anderson to Los Angeles

The Detroit diesel engine division of General Motors has announced that A. W. Anderson, formerly factory sales representative to Detroit diesel distributors in the New Orleans sales zone, has been transferred to the Los Angeles area in the same capacity.

Other reassignments include the transfer of Charles Howell, former Los Angeles area sales representative, to the Tula sales office.

Universal Motor Announces Two New Pacific Dealers

Universal Motor Company, Oshkosh, Wisc., announces the appointment of two new West Coast marine dealers. Elfving's Marine & Builders Supply has been designated as distributor for the Coos Bay, Ore., area and Lee McCuddy's Columbia Marina has been named for Portland, Ore.

The new appointments are in line with Universal's expansion program which has already won Universal substantial sales increases over last year.

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FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: Boat "Tagattof" Alaska limit seine boat. 50'-14'. Rebuilt 1945. 165 HP GM diesel. Seine skiff 40 HP Universal, beam trawl gear complete. Price $15,000. Contact N. Karuza, 1106 Fillmore Ave., Bellingham, Wash. Phone 4720-2065M.

FOR SALE—Two "Caterpillar" D13000 115 continuous hp with Twin Disc 2-1 marine gears, Twin Disc front power take-offs, gas engine starting. Completely overhauled. Excellent condition. Asking $4,000 each. Thomas A. Short Co., 245 Fremont St., San Francisco, Cal. Phone: YUkon 6-0294.

Hansen Boat Co. in Tacoma, Washington, wants to figure your new boat contract. The lowest building rates with high quality workmanship. Hansen Boat Co., % Rte. 4, Box 899-C, Tacoma, Wash.

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Bearings for all makes of reverse gears

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M-303	18.00	M-768	6.50

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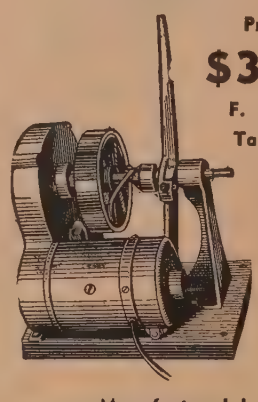

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Boat Builders
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MONTEREY PLANS FIESTA FOR FISHERMEN IN SEPT.

Monterey, despite the six-year sa dine famine, is going right ahead wi a Fishermen's Fiesta for Sept. 19-2

There will be a big parade on lan with floats and street decorations keeping with the theme of the even night dancing on the wharf and fir works over the harbor.

On the second day, Sunday, Sep 20, there will be the traditional colo ful religious ceremony of the fea of Santa Rosalia, with the blessin of the fleet and the tossing of wreath into the sea in the memo of lost fishermen.

80,000-POUND OCEAN PERCH TRIP FOR THE "NICK C."

The Puget Sound dragger *Nick C.* came into Bellingham with a bump load on July 1, selling to Bornstein.

The trip, which aggregated 105,0 lbs. of all varieties, included 80,0 pounds of Pacific ocean perch.

It is notable that Pacific oce perch currently is the largest sing item in Pacific Northwest trawl fis landings. The Army is buying Pacif ocean perch fillets heavily—althoug the prices are low and the marg thin.

OLAF BJORGE WINS HAT WITH FIRST HALIBUT TRIP

Skipper Olaf Bjorge of the 5 *Tanza* won a new fedora for himse when he delivered British Columbia first 1953 halibut direct from the fis ing grounds at Canadian Fishin Co. The presentation was mad in traditional style by the Nation Harbors Board.

Bjorge reached Vancouver with h catch of 64,000 pounds of halibut aft he and his seven-man crew had spe about five days fishing off Sco Island.

"TONOPAH" DRIFTS ASHORE WITH HER MASTER MISSING

Search for a vessel which had be missing for several days ended mid-July when *Tonopah*, a 34' trolle was found on the beach near Lon Beach, Wash.

Her owner and skipper, Evere Gilden, was missing from the craf As he was known to suffer from hea trouble, friends assumed that he su fered an attack and went overboa from the boat before the unmann craft drifted through the breakers.

T BEACH FISHING RULES WHIDBEY ANNOUNCED

rking with the Navy under au-ty granted by the Washington ature, R. J. Schoettler, fisher-irector, in July made effective y regulations incorporating con-ns granted by the Navy to per-fishing off the West Beach of bey Island.

ere will be no restriction on fish-rom Deception Pass to the sea-extension of the Ault Field run-30; but from there to Point idge, and on to Minor Island g will be permitted only from p.m. until the following noon. *shing will be permitted in this from noon until 4:30 p.m. on days.*

A TROLLERS USE V WHEN STRIKE 'KS ICE SUPPLY

y was a hectic month again this in Sitka. The local boats were ainted and readied for fishing, leet from the south arriving day and the first run of salmon red off Edgecumbe — when on th of May the warehousemen d off their jobs, demanding pay.

the boats that were on the ds fishing came in and dis-ed their catches they were com-to secure at the floats, until mall, inadequate boat harbor rowded to overflowing.

er 10 days the boys of the fleet to show impatience. A number ats took trucks to the top of r Mountain, filled them with dumped it into the holds of boats, and pulled out for the ds. After a two weeks long the warehousemen went back rk and the life blood of the g industry began to flow again. ary loss to the Port of Sitka nto the thousands.

Northern Fishing Vessel Own-ssociation at its annual meeting y elected Pete Crews of the A, president; Wm. F. Ward of *lver Spray,* vice-president; Wil-Johnson of the *W.R.J.,* treas-and E. A. French of the *Janet F* r. Myrth B. Sarvela was re-as secretary. The group voted onsor a campaign to have rial No. 9 of the Twenty-first ature upheld. It prohibits the of herring in Southeastern a for reduction purposes; and the Fish and Wildlife Service mply with the wishes of the voters of Alaska and forbid fish traps in Alaskan waters.

Bob Barrett, manager of the Halibut Producers Co-operative and Fred Sorensen of the F.F.I., met with the fishermen in May to discuss and explain the problems of the co-operative. Last year was their first season for handling salmon in Alaska. Active interest has been shown in the co-operative this season with many new members joining. The Sitka Cold Storage Co. is the representative for the H.P.C. this season.

Each spring brings new boats into Sitka. A. K. and Vi Anderson's new *Ava* has all the comforts of home. Andy spent the last two winters building her. Glenn and Lucile Collins put the finishing touches on their new *Vega* during the tie-up.

A good showing of King salmon appeared by the middle of June and some lucky fishermen were making $1000 trips. The fleet is optimistic and by fall losses of last season will only be a memory. The salmon are large and of excellent quality.

TROLLERS SUFFER BURNS

Claude Baxter, 47, and George Bridges 28, two salmon trollers hailing from Aberdeen, Wash., suffered severe burns in an explosion aboard Baxter's troller *Hippa Hula* at Neah Bay about the middle of June.

Bridges was lending a hand with engine repairs when gas fumes in the bilge let go. Fishermen from other boats moored nearby rescued the men and lent a hand with the flames, which were extinguished before the boat was destroyed.

Bridges fished aboard the Grays Harbor troller *Virginia.*

FRED SAMUELSON DIES

Capt. Fred Samuelson, one of the best-known ocean fishermen working out of the Columbia River, died in Portland early in July at the age of 78.

His *Clarion* was one of the original Columbia River "smoke boats" and he fished her in a varied trade for many years, as troller, halibuter, sharker and Albacorer.

His survivors include three sons, Fred Jr., Andrew and Harry Samuelson.

TUG TRIES SEINER SALVAGE

The San Diego tug *Challenger* had arrived at San Quintin Bay as this issue of *PFN* went to press, in an attempt to salvage the *Western Pilot,* purse seiner, which was lying broadside on the beach above the water.

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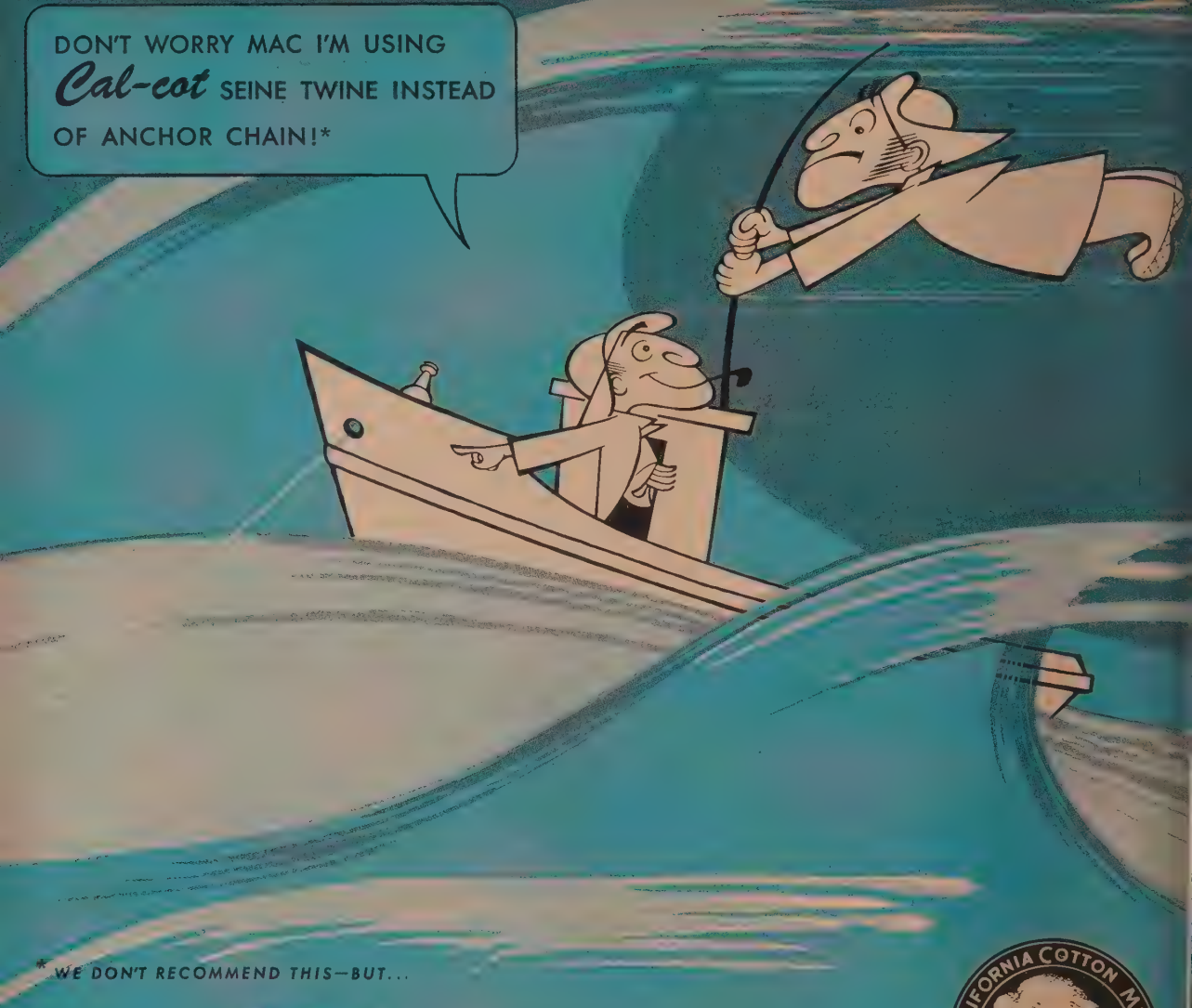

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Western Marine Supply Ltd., 558 Powell S

American Fishermen Can Compete, and Go the Japanese One Better"

By DONALD H. BATES, JR.

have been very much impressed he potentialities of Mid-Pacific ining as a steady, dependable, nlimited source of tunas. It was, fore, very gratifying to read nents on the subject by James n the May issue of *Pacific Fish-n* and I cannot resist the urge ss on a few of the ideas that formed in my mind towards ing the longline for American You will undoubtedly hear of eport on longlining many times e future.

e Japanese longline gear is basic-lesigned to handle some of the st fish that the ocean produces labor as no object. The Japanese hook, for instance, is undoubt- one of the world's strongest, le of holding spearfish of a ton re in weight; but the American rs do not want these spearfish- or any tunas over 150 lbs. in t. Therefore, longline gear for Coast fishermen must be rela- weaker in certain parts so as lease the large, unsaleable fish e they become a real labor prob- It must also be mechanized to an extent that several hundred may be fished effectively by oat, as Mr. Hill stresses. Thus, ld propose:

A strong, permanent, and con- is mainline of nylon or wire, would be virtually unbreakable practically all combinations of ted strains and normal wear.

2. The use of short droppers spaced no more than two fathoms apart, snapped to the mainline, and consisting of a rubber shock absorber and a wire or cotton leader, the total length of dropper not to exceed one fathom. As to the hook, I would suggest a stock strength not more than that of the standard halibut hook. For the sake of economy, the hook must be the weak link in the gear, so it will bend or break under moderate stress to release the large fish.

3. Maintaining a constant tension on the mainline by the use of a sea anchor at one end of the line and a towing strain by the longline boat at the other. Mr. Hill recommended a sail raft for accomplishing this result, but from our experience in equatorial waters, we found that the wind directions shifted considerably on many occasions which would make a raft difficult to control even for a few hours. Furthermore, in addition to the adverse periods of calm (as Mr. Hill mentioned), the rough seas which more often prevail would require a good-sized raft, a cumbersome thing to carry and launch at best. The sea anchor, however, should be practical under any normal sea conditions and should eliminate the possibility of the gear moving too great a distance even though a towing strain is applied. Also, the need for "patroling" the line to reduce fish weight is no longer necessary as the boat always has the mainline firmly secured. Failure to locate free-drifting gear when time to pick up is another risk in longlining that would cease to plague the fisherman.

4. Using a large drum winch upon which to haul and coil the mainline in one continuous action. This drum could be mounted amidships or forward with the mainline fair-leaded astern for setting the gear.

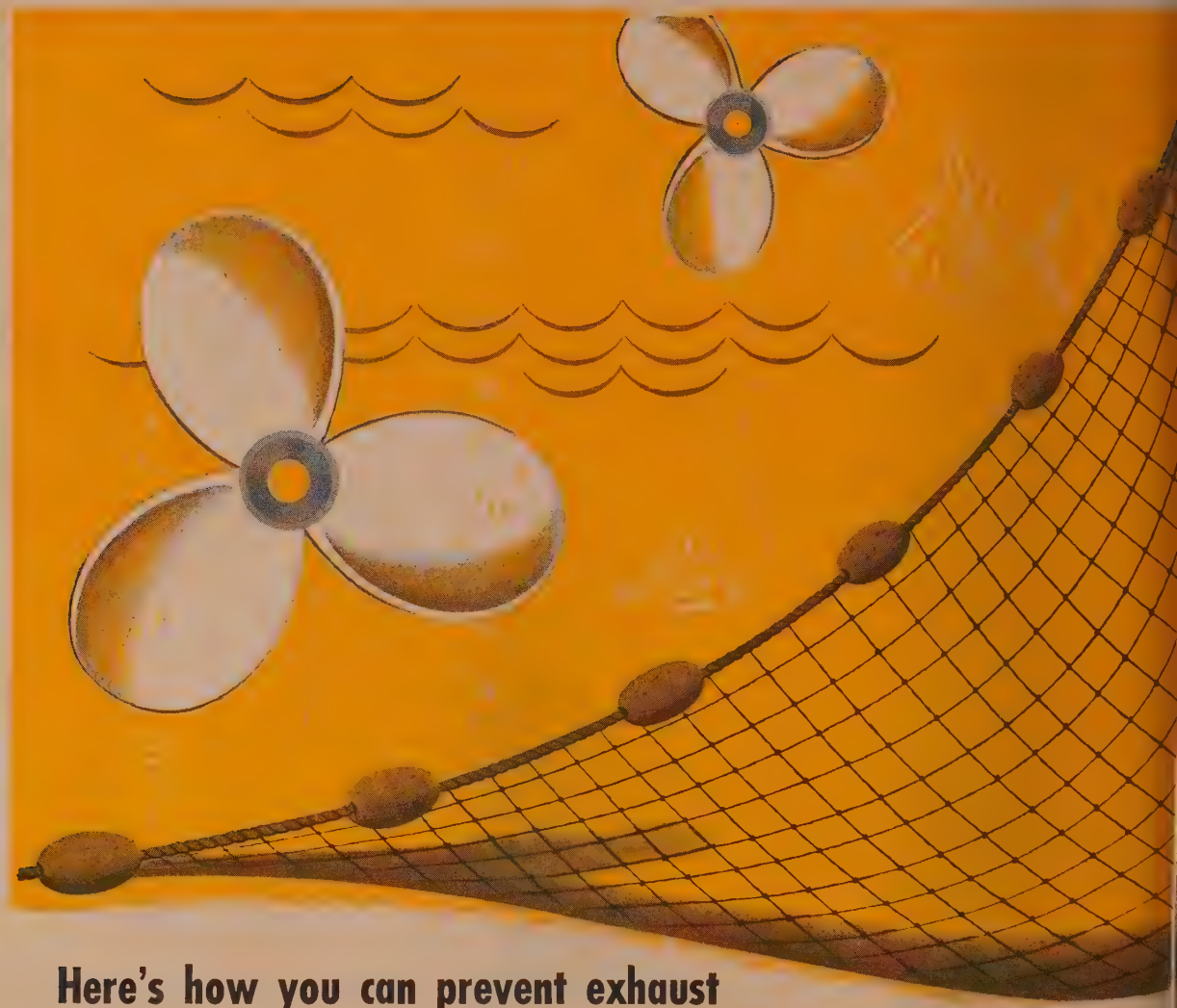
5. Night fishing. It has been proven

Fishing tuna with Japanese longline gear—showing the prodigal employment of human labor which is typical of its employment to the present. (All photos by Donald H. Bates Jr.)

EDITOR'S NOTE—Mr. Bates, the author of the letter om which this article was drawn, is well qualified by actual xperience to discuss the subject. A graduate of Stanford, ith two tours of duty in the Pacific as a naval officer, he as had varied experience in the fisheries. These include the opical trip of the *Pacific Explorer,* when he was a member f the crew; service with a salmon canning company in laska; and a considerable period as a member of the aff of the Pacific Oceanic Fisheries Investigation, in the ourse of which he made a number of mid-Pacific research uises. Following this service he spent two years as an fficer aboard a naval fleet tug in the Pacific.

He is currently an employe of British Columbia Packers, td., attached to the Imperial Cannery, Steveston, B. C.

Mr. Bates has contributed articles and pictures to *Pacific isherman* several times in the past.



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SHELL

SHELL TALONA OIL

longlining at night is the more ctive and can be accomplished allower depths. Short droppers very visible mainline may make fishing mandatory, however. The use of larger and fewer . With the boat towing the gear, buoys should be needed as the hould not have the tendency to under the added weight of fish. buoys designed for pressures at depths may not be essential exception of the end buoy over ea anchor, which should be par- rly large and strong.

would seem that about 1800 could be set per hour by the ed method and picked up in two hours, giving time for two lete sets per evening. By using inexpensive droppers, they can it away quickly, if entangled, little loss of time or money. I t foresee much difficulty with r rubber shock absorbers as to ng and wear which leaves just hort leader and hook to expend ed be. I honestly believe, that ongline method, more closely re- ing the gear and operation used alibut than Japanese style, is a n the right direction.

e natural question is that if the wfin tunas over 150 lbs. are not red at all, how many acceptable ould be expected? To offer an conservative estimate, the Jap- on their first nine postwar rship operations took approxi- y two Yellowfin per 100 hooks. the average weight of 120 lbs., ay roughly assume one good ng tuna per hundred hooks, but aters south of Honolulu have consistently yielding better than y as much as five times, the ate is indeed a rock-bottom one. ld of 2500 to 3500 lbs. of accept- Yellowfin per night from 1800 does not seem unreasonable, ese figures could reach a steady 0 lbs.

n convinced that Americans can ete with the Japanese fishermen o them one better. Why should eatist attitude prevail? Gear de- d to take the fish that our can- nd markets desire is the answer. he Japanese play with the big

terey Bay Ports ed by Dredging

dging began last month in Mon- Harbor to remove some 12,000 f sand which has been hamper- avigation. The sand is being about a mile outside the harbor dumped. Dredging is also being at Moss Landing Harbor.

bin Hood" Sold

on Misetich has sold his *Robin* to Vince Fiamengo and Steve nich. The mackerel-sardine boat ontinue to fish for Star-Kist of Terminal Island, Calif.

Practical Canadian Fish Men On North Pacific Commission

Canada has appointed its four representatives on the International North Pacific Fisheries Commission, all men with a solid background of practical experience in administration, packing or fishing.

Hon. James Sinclair, federal minister of fisheries, announced that the following have agreed to serve on the commission: John M. Buchanan, president, B. C. Packers, Ltd.; R. T. Hager, president of The Canadian Fishing Co.; James Cameron, secretary of the Pender Harbor local of the United Fishermen and Allied Workers Union, and Stewart Bates, deputy minister of fisheries at Ottawa.

These appointments are a sequel to the successful negotiation of an international treaty between the United States, Canada and Japan for the conservation and protection of salmon, halibut and herring in North Pacific waters. Canada was represented in the negotiations by former Minister of Fisheries R. W. Mayhew, now Canadian ambassador to Japan; Stewart Bates, J. M. Buchanan and E. T. Applewaite, M. P. The Canadian House of Commons approved the treaty in April and the Senate ratified it the following month.

All Canadian members of the commission are well known in the industry. Probably the least known of the group is Jimmy Cameron, a third-generation fisherman who is at present a gillnetter although he has fished for salmon, halibut and herring with his four brothers since he was 11, when he was a helper on his grandfather's boat. During the war he served with the Canadian navy. He has been secretary of the Pender Harbor local of the fishermen's union for 17 years.

Mr. Buchanan and Mr. Hager have been prominent in the management of fisheries in British Columbia for many years.

Working up through all divisions of B. C. Packers until attaining the company's presidency, Mr. Buchanan, a native of the fishing town of Steveston, at the mouth of the Fraser River, has been president of the Fisheries Council of Canada and of the Fisheries Association of British Columbia. He was a member of the Canadian delegation to Tokyo in the Fall of 1951 when the tripartite fisheries treaty was drawn up.

Mr. Hager is a director of the Fisheries Council of Canada and a vice-president of the Fisheries Association of British Columbia. He was with the Canadian navy during the war in the Mediterranean and other areas. His father, the late A. L. Hager, who headed The Canadian Fishing Co. and New England Fish Co. on this coast, was one of the principal sponsors of international fisheries conservation on the Pacific coast.

When the new Canadian members of the International Halibut Fisheries Commission are appointed, a commercial fisherman will be chosen for that body, also, according to Mr. Sinclair, who said that all appointments were made with a view to getting men of overall experience and ability and not merely because they represented any particular group. Canada will have three members on the halibut commission in compliance with a request from the United States, which wants an additional member to represent Alaska. Canada's two members in the past have been George R. Clarke, of the fisheries department at Ottawa, and G. R. Nickerson, Prince Rupert.

Robert Payne Wins Signal Business Honor

An exceptional honor was recently won by Robert Payne, marine superintendent of The Canadian Fishing Co., Vancouver, B. C., who was awarded an A. P. Sloan Foundation scholarship including a year's special course at the Massachusetts Institute of Technology in business management. Mr. Payne is now in Cambridge, Mass, and while away from British Columbia his duties are being carried on by Dick Jack.

Mr. Payne is regarded as one of the rising young executives in the west coast fishing industry and officers of The Canadian Fishing Co. are proud of the award, for which only one person a year outside the United States is eligible.

The son of the late Robert Payne, who for years was production manager and director of The Canadian Fishing Co., Bob Payne has been with that company most of his adult life. He has been serving as secretary of the British Columbia section of the Marine Architects and Engineers Association.

B. C. Fishway Contracted

The Canadian fisheries department has awarded a contract to the Gilmour Construction & Engineering Co., Vancouver, B. C., for the building of a new fishway at Karmutzen Falls on the Nimpkish River, which flows into Johnstone Strait and supports one of the most important Sockeye runs in the waters of northern Vancouver Island.

A Continuously Constructive Force in the Salmon Industry . . .

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SEATTLE 4, WASH.

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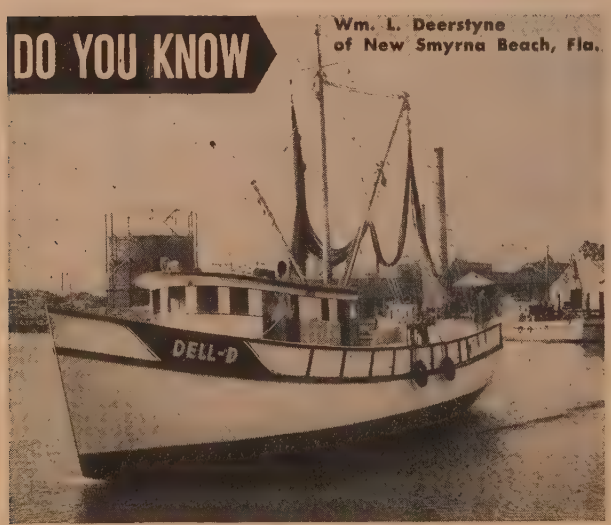
Wm. L. Deerstyne of New Smyrna Beach, Fla.



HE USES PROFITABLE *Lathrop* POWER

A powerful Lathrop DH-200 Diesel* takes this trim new shrimp trawler clear across the Gulf of Mexico and back — a 1,800 mile non-stop trip. The 6-cylinder engine delivers a dependable 187 HP. (continuous duty) at 1600 RPM. Weight: 5100 lbs. Displacement: 935 cubic inches. Write today for your free catalog of Lathrop engines, gasoline and Diesel, 20 to 200 HP.

* Sold by Marine Motor Sales, Jacksonville

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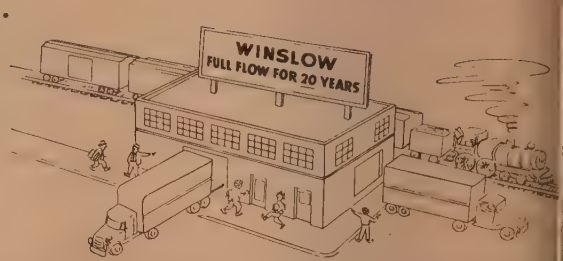
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES



WHO PIONEERED FULL-FLOW FILTRATIO

WINSLOW, OF COURSE

WHO SAID IT WOULDN'T WORK?

SEVERAL COMPETITORS

WHO IS NOW FALLING INTO LINE?

THOSE SAME COMPETITORS

WHO IS STILL THE NATURAL LEADER?

WINSLOW, OF COURSE

Write for our new **FREE BOOKLET** containing full information.

WINSLOW FILTERS

Winslow Engineering Company • 4069 Hollis St., Oakland 8,

. Hard-Driving Fisherman

.nd His New Purse Seiner

story of the *Sierra Madre,* the seiner just completed for Nick vich, is more the story of Nick lf. The building, fitting out and ry of a new boat is a time of or builder, supplier and owner Never was this more true than uilding of this fine new vessel. k Vojkovich is a hard driving, ssful fisherman, a perfectionist nsisted that every single article went into the building and out of his new *Sierra Madre* ot only that which he thought est, but also in perfect condi- properly installed, finished and d, or whatever was necessary to hat article in place for fishing. *ra Madre* is truly the last word hat a high-line fisherman could all that a thoughtful and care- atbuilder could make it — all he suppliers could seek as a iece for their products—a fine, einer and enough of a departure the standard craft to make her orthy in any company.

nctive Construction Method

boat is an outstanding example e builder's ability. Built by ro of Seattle to the Alaska *Sierra Madre's* dimensions the outer limits within the regulation 58'7" x 18'5" x 7'11". The vessel gives the appearance of what she is: a strong, heavy seine boat, built to take rough seas and tough service.

It is interesting to note that this craft was constructed differently from most vessels of her type, in that everything was laid out in advance, assembled, and then put together. For instance, the deck was fabricated first; and then, in effect, framing was hung from that. The builders feel that a better-built boat can be obtained in this manner by giving more room to work, so the interior surfaces get better attention, protection-wise. Thus it was that wherever possible various sections of the *Sierra Madre* were built, and then put in place.

It has been noted that this craft is somewhat different in dimension than most seiners, but the owner felt that he could achieve better performance and somewhat larger capacity by going to the outer measurement limits. In fact, most of the unusual design features and original ideas incorporated into this boat are said to be Vojkovich's ideas.

For his main diesel Vojkovich chose an Enterprise, Model DMM-6, rated at 260 hp. at 800 rpm. Started with an Ingersoll-Rand air motor, the main engine is hydraulic controlled from bridge and wheelhouse while underway.

Sierra Madre carries the first installation in a Pacific Coast fishing vessel of the Western Gear Works hydraulic reverse and reduction gear. At 2 to 1 reduction the new gear is said to have many features which

Vojkovich, owner and master of *Sierra Madre,* smile in the middle, his father, George Vojkovich, on the right and Walter Mezich, chief engineer.

AMERIO

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Loading **SWIM BROS, Ltd.** *Ready to Freeze*

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"Amerios" freeze quickly, assuring full flavor and quality retention. Economy of operation is outstanding; maintenance costs negligible. You will find them a most profitable investment. Ease of operation and accessibility make Amerio Double Contact Pressure Plate Freezers the most satisfactory in every way.

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Nylon

stronger . . . softer . . . thinner
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Les Davis processed Velux monofilament nylon sets a new standard for the finest in strong, long-lived, easy-to-use commercial nylon line. The specially processed DuPont nylon comes packed in 50- and 100-yd. coils, packed 6 to a box. Colors: Clear, Blue Mist, Davis Green, Camouflage.

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100-lb. test
165-lb. test

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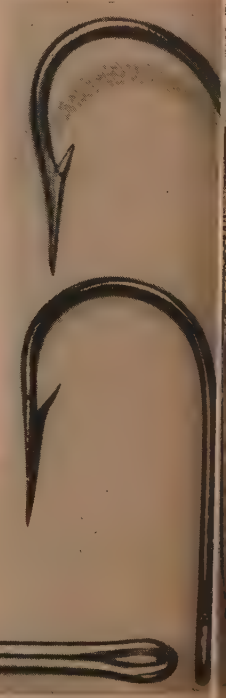
to bring in your fish because these old reliable Norwegian made fish hooks have no equal when it comes to sharpness, strength, temper and finish. They will save you replacements and repair. Visit your dealer and inspect these highly regarded hooks.



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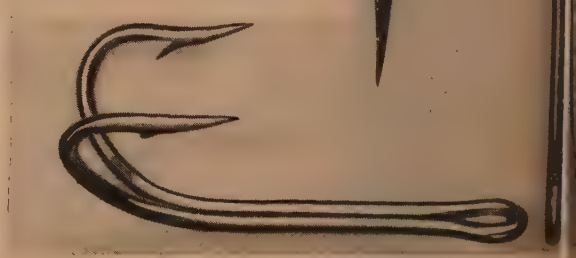


for better service and longer

; and Wheel Novel

Monel tailshaft is standard on fishing vessels, but few boats ıis coast have Monel rudder ı as does this seiner. The tail- turns in a Goodrich Cutless r stern bearing and operates a aded propeller built by the ›ic Propeller Company. Again e Vojkovich's desire for the best le operating equipment. These ropellers have caught the fancy umber of the operators of larger in these waters, but this is the fish boat to use one. Reports the trial trip indicate that the aded wheel gave the new boat le extra speed and somewhat ·ibration than would normally ›ected with a standard wheel.

mall Hallett diesel has been in- l for auxiliary power, turning a watt Onan generator and an :oll - Rand compressor. These ıry items are also attached to .ain engine for air and power the vessel is underway.

need for extra air capacity from the fact that all the ı, winches and other equipment controlled.

kovich has a Rowe anchor winch Rowe double drum winch built extra leads and extra bitts for handling of the lines.

completely modern galley has nbination storage and freezer ainless-steel lined. For cooking tra large Olympic Stove from Vashington Stove Works has nstalled.

Sierra Madre carries a full kit ctronic gear, a 100-watt Apelco telephone, an Apelco direction a Wood Freeman pilot and a sounder.

's Different—Also

s the *Sierra Made,* ready to fish, ıpletely equipped with the new- d most modern equipment avail- and painted from keel to mast nternational Marine Paints.

the owner: As mentioned be- Nick is a driver. He drives him- ; hard as anyone else he comes ıtact with. This urge to excel is preoccupation with his work naturally, according to his , George Vojkovich, also a long- ıisherman. While watching the ing of the new boat, the senior vich made the comment that rvelled at his son's energy and "He has always been that he said, "I can remember when was a small boy. While his r and his chums were busy g, Nick was down with me ıg on the nets. Nick has al- wanted to be a fisherman, and the first has always insisted ıe would be nothing but the I guess he has accomplished

The heart of the *Sierra Madre,* her 260-hp. Enterprise diesel. At the far end of the engine is seen the Western Gear Works hydraulic reverse and reduction gear.

what he set out to be, and surely his boat is one of the best I have ever seen."

As this is being written the *Sierra Madre* is fishing out of King Cove, Alaska. It can be safely said that Nick's crew is working as hard as any and harder than most but Nick insists that only hard labor produces the fish. Maybe he's right. Surely the

***Sierra Madre's* considerable requirement for electricity and compressed air are guaranteed by this effective auxiliary set-up—a Hallet diesel driving a 1,000-watt Onan generator on the left and the Ingersoll-Rand compressor on the right.**

succession of fine able boats that Nick has owned testify to his ability as a fisherman. He insists that his boats be kept at the peak of condition and that no time be lost because they have used something less than he thinks is tops.

P. E. Paulson Manages Venerable Todd Firm

P. E. Paulson, for many years with B. C. Packers and The Canadian Fishing Co., until going into private practice in Vancouver, B. C., as engineering consultant, is active in the fish business again as managing director of J. H. Todd & Sons, British Columbia's oldest fish packing enterprise, at Vancouver.

Mr. Paulson's appointment to the top executive post in the Todd organization was announced by Ernest Todd, president of the company. He succeeded Richard Gosse, who took over the company's management last year, but relinquished it this Spring to devote his attention to the affairs of British Columbia Ice & Cold Storage, Ltd.

J. H. Todd & Sons dates back to 1881 and has been active in the salmon industry ever since, being at one time one of the largest factors in canning operations on the Fraser and on Vancouver Island, where for many years it has operated traps as well as canneries. This season the company will concentrate its salmon packing operations at Klemtu.

Ed Paulson's practical experience in the fishing business goes back to 1919 when he joined B. C. Packers, with which he was employed for five years. He has always had a special interest in the industry's mechanical developments and he specialized in machinery related to the operation of canneries and other fish processing plants. He graduated from the University of Idaho in mechanical engineering in 1934, and by that time had joined the Canadian Fishing Co., to which he returned when he left college. When he finally left that company in 1949 he was production manager.

Only a few months ago Mr. Paulson returned from Korea where he made a survey of fisheries rehabilitation for government agencies.

J. H. Todd & Sons will continue to function as a family-owned independent enterprise. Directors include R. W. Phipps and George Vale, of the Royal Trust Co. in Victoria and Vancouver respectively, E. W. Ismay, D. C. Todd, President Todd and Mr. Paulson.

Mrs. Horner Dies

Mrs. W. H. "Jack" Horner died at Seattle in July at the age of 78. As the wife of a man identified for many years with canned salmon labelling and preparing for market, she was widely known to many in the salmon packing industry.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

OOD FISH
ARKETING
ion of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

August 1953

Inventories Low g Into Last Half

nid-summer was reached canned nventories in packers' hands in ern California were at their low- ice the beginning of the year. nber of plants were running in supply to meet customers' or- Wholesale prices were firm, but ncreasing. Light Meat, fancy, noted f.o.b. west coast at $14.00, it had remained for some time. cing at the figures for the first f 1953 discloses tonnages are a standoff for California, if 1% increase in raw frozen im- is discounted. The pack of l tuna of 3,160,000 cases is l 250,000 cases ahead of 1952, represents the increase of plus tons of frozen Albacore, ossibly 1,000 tons of Yellowfin kipjack.

to intensive individual adver- campaigns, and to food com- promotion tie-ins, demand for l tuna was heavy throughout untry. However, with reports ch improved fishing all along una trails" to South America, urse seiners having an excel- ason, possibly no let-up in raw s (see detailed import figures ere in this issue), and begin- the domestic Albacore season, rn California packers were an- ing flush operations during last half.

Balestrieri, Joe Balestrieri & Co., own factor in the sea food business ent a major operation last month, obably won't be back full time on until September.

thern California ned Fish Markets

d F.O.B. Pacific Terminals at press-

ed Brands:

Meat, Fancy	$16.00
Meat, Chunks	$14.00
Meat, Fancy	$15.00-$15.25
Meat, Chunks	$13.00-$13.50
Meat, Grated	$ 9.80-$10.00

Label:

Meat, Fancy	$15.00
Meat, Fancy	$13.50-$14.00
Meat, Chunks	$12.00-$12.50
Meat, Grated	$ 9.60-$10.00
& Light	$ 7.50-$ 8.00

REL—

, tall, nat	$ 8.50*
tall, nat	$ 8.00-$ 8.50

vailable.

VIES—

100s t/s	$ 6.50-$ 7.50

line, talls, 48 $ 4.50

What Salmon Market?

Writing about the salmon market in Juy—when nothing is certain about the *size* of the pack, and nothing is sure save that it cost too much—is like figuring your next tax before you know whether you'll have any income.

The brokers were busily seeking to sell the tag ends of the old goods so as to clear warehouses and order books for the new business; and of course there were a few price concessions here and there in an effort to speed the process.

Most of these took the form of special deals from consignment stocks which hadn't moved—as so often is the case with consignments at the end of the selling season.

Under such conditions quoting a general list of prices is an idle gesture—particularly susceptible of error by the time the printed word comes to the desk of the subscriber.

With this in view, *PF* "abstains"—good word, practically invested by the North Pacific International Fisheries Treaty—from publishing prices other than those on the few items of new pack salmon available at presstime:

Species, size, district	Price
Sockeyes, tall, Copper R.	$27.00
Sockeyes halves, Copper R.	17.50
Chinook, halves, Copper R.	16.50
Chinook, halves, Columbia R.	20-21
Blueback, halves, Columbia R.	20-21

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

B. C. Salmon Carryover 654,000 Cases April 1

British Columbia salmon canners won a "bet" with the fishermen's union recently when their estimate of an unsold carryover of 629,000 cases of canned salmon from last year was challenged by the fishermen.

The dispute arose during discussions of the price to be paid this season for raw fish.

The operators offered to submit the question to a Vancouver firm of chartered accountants who could make their own check and this was agreed to by the union on the understanding that if the packers' estimate was as much as quoted by them the union would pay the cost of the survey.

Actually, the accountants reported that the stock position as at April 1 was 654,000 cases, or 25,000 cases more than the packers had claimed, so the union paid the bill.

Since April 1, some 205,000 cases have been withdrawn from the carryover on account of the United Kingdom order for that amount, and the surplus has been further whittled down to some extent by subsequent sales. However, the industry started the 1953 fishing season in June-July with a substantial surplus of unsold stocks.

"Priority" Tuna-Noodles Find Ready Acceptance

"Priority" egg noodles and tuna, packed in 1-lb. tall cans are moving very satisfactorily wherever offered, according to J. R. Barry, exclusive sales agent for California Marine Curing & Packing Company. Distribution of the product has been extended into upper New York State, through Texas and in northern California, in the past month or two.

MARKET OPPORTUNITIES—
Cities for Salmon; Farms for Tuna

MARKET development opportunities — *Cities* for salmon; and *Rural* for tuna.

This is the conclusion reached in an analytical study of data collected by a U. S. Fish and Wildlife Service consumer preference survey of 2,473 housewives through the four geographical regions of the country.

These data have been studied by Morton J. Garfield, fishery economist with the Service, from the standpoint of their special interest to Pacific fishery products and producers.

He found that the Western states stand high in the use of canned fish; and the South relatively low.

Canned salmon leads among canned fish in consumer preference in the North Central and Southern states; while tuna is out in front in the Pacific and Northeastern states. In the South, tuna is used by only 35.8% of the canned fish users; while in the Northeast 75.6% use tuna.

In the rural areas, notably in the South, there is a strong preference for the 1-lb. can, a preference apparently based on convenience and economy.

Turning to the frozen fish data, Mr. Garfield found a relatively uniform percentage—averaging 52% the country over — of users in all regions. There was a strong preference for frozen fish in 1-lb. long-and-flat packages; and for the super-market as the source of frozen fish. The fish market as such and the independent food stores were far behind the supers in consumer preference as sources of packaged frozen fish.

Breaded frozen shellfish finds general consumer acceptance in the West, and breaded fish substantially less. Western approval of breaded products exceeded that of other regions on a percentage basis.

Pre-cooked, ready-to-heat frozen fish and shellfish items were not widely used, but the analyst says "a significant minority in all regions responded favorably."

Consumers want *more information* on packages; and particularly *more recipes*. It is notable that the desire for recipes, and particularly for those calling for methods of cooking other than frying, was most evident in those areas with the greatest consumer acceptance of packaged frozen goods.

Plugs "Lucky Strike" Tuna

To open up new markets for "Lucky Strike" canned tuna, Ed Chapman, sales manager, Pan-Pacific Fisheries, Inc., left Terminal Island early in July for an extended trip through southern states. To meet expand sales nationally for its canned p ucts, Pan-Pacific last month was larging its sales and general of above the cannery.

Price Break Closes Outlets for Anchovies

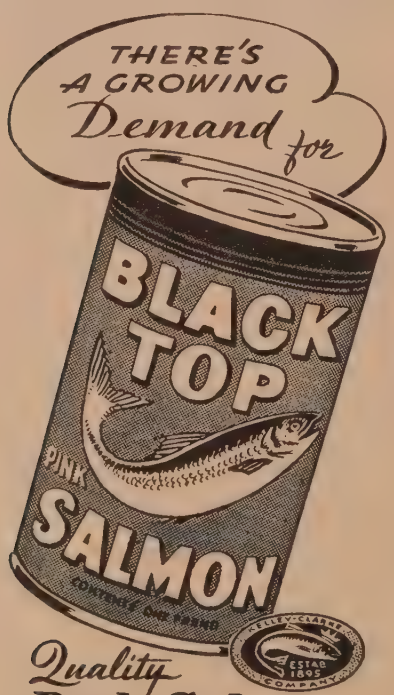
Anchovies occupied a good dea attention from Southern Califo fishermen in June, when a record 7,197 tons were delivered to plant Los Angeles and Long Beach H bors. Fishermen were paid $45 ton. The pack was 181,705 cases.

With wholesale prices at from $ to $8.00 per case, 5 oz., 100s, the i was a fair one for packers, both domestic and export trade. Howe apparently the large deliveries w just a little too much for the can to digest, and the price broke for canned product to $6.50 (some quo tions even lower), and fishing for chovies suddenly ceased. As J progressed, fishermen could sec few, if any orders from plants bring in anchovies.

More Pre-Packed Tuna Received from Japan

A second consignment of t frozen in cans, but without salt, or can lids, was received recently a San Francisco broker seeking interest Pacific capital in an operat based on this product.

Using such imports, a person co enter the tuna business with no m cannery than that represented by salter, oiler, seamer and retort. C rently the product is being char 2½% duty on the theory that it canned tuna, not in oil. It is und stood importers plan to attack t duty status in case they are able develop substantial business in product. They argue that the go actually should be classed as fro tuna, which is free from duty; or fillets; and that frozen fish packe an open tin cannot properly be cla fied as "canned."



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-Up in Shrimp Prices on Skids

xpectedly good shrimp fishing
ne, when more than 2,000,000
r some 53 carloads, crossed the
ational border of Arizona and
rnia, helped to some small
Mexico's Pacific shrimp indus-
hich has been in serious finan-
ndition since the 1952-53 season
last August.
le there were spurts along the
rn and middle sections of the
of California, Mazatlan and
y were best for production.
nas produced some, but this
y petered out.
coincidence, Texas and Louisi-
rimp suddenly improved at the
time, resulted in a quick glut
markets nationally, and subse-
dropping of wholesale prices.
xample, Texas and Louisiana
, 16-20 count, started June off
10 per lb. dropped quickly to

t of the June catch was of
shrimp, quoted at from 2c to
lb. under blues and greens.
n started off with small shrimp,
the month proceeded the sizes
sed. The vast majority too, of
nports were frozen, premium
, brand names, layer pack. Only
lbs. entered fresh, in ice.
rding to reports in Southern
nia, the Mexican government
lose the bays to cast-netters
awling is allowed at any time)
ctober 1, when the 1953-4 open-
operations start. However, the

With impulse buying such an important part of modern grocery shopping, Bumble Bee seafoods are cashing in on the trend by a re-design of the shipping cases so frequently used to build supermarket displays. Every case in the stack now acts as its own point-of-sale display piece.

The animated Bumble Bee, a character created by Columbia River Packers Association, Inc. for advertising purposes, now appears on the cases in eye-catching color along with a buying reminder. Green, Blue, or Red is used to differentiate the various Bumble Bee fish products.

general opinion was the hundreds of cast netters along Mexico's west coast would begin at the customary time, August 15.

"This Summer It's Salmon" Initial Promotion Topic

First published material in the Canned Salmon Incorporated continuing promotional and market development program appeared in July in the form of a recipe sheet for newspaper home page editors under the heading "This Summer It's Salmon."

The material is timed — and designed—to fit into the natural summer swing to cool, highly nutritious foods.

Easy to Remember! *Easier to Sell!*
J. R. BARRY & CO.
727 W. 7th, Los Angeles MA-69291
Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel

California OKs Export Of Abalone Patties

Abalone, in patty form, can now be sold outside the state of California. The California legislature in the last days of its current session passed a law which permits the sale of abalone patties, but *the sale of abalone steaks is still restricted to the state.*

Abalone has been rigidly controlled by the California State Fish and Game Commission for conservation reasons.

Pierce Fisheries, Inc., is now packaging Golden Cove abalone patties from finely minced too-small white steaks and edgings, breaded and sharp frozen, then packaged in 8 ounce cello-wrapped packages.

Britain Barters Salmon From Russia Again

A new British-Russian barter deal under which Great Britain takes Soviet canned salmon and crab while Canada labors under an excessive salmon inventory was announced in July.

Under the Communist contract, Britain will receive salmon and crab valued at $3,052,000; and will send Russia in exchange salt herring and tin plate.

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

Who's Discriminated Against Now?

Is the privilege of being labelled "large sardines" reserved only to Atlantic herring, or does the Food and Drug Administration's concession apply also to Pacific herring?

That's a question which is being asked of Food and Drug.

California brokers who are prepared to offer California canned herring as large sardines are understood to have been told by Food and Drug that its labelling concession is limited to Atlantic herring, *Clupea harengus;* and that Pacific herring, *Clupea pallasii,* are still subject to "segregation."

Temporary permission to label herring above 9" in length as "large sardines" was granted by Food and Drug following complaints from the Maine herring industry that they were being discriminated against by the rule against calling herring over 9" long "sardines."

It would appear that this concession granted on this plea of discrimination in fact discriminates against Pacific herring and those who pack it. Difference between Atlantic herring and the Pacific variety is strictly a scientific distinction, which can be made by taxomomists only. There is in fact no difference of character or quality which would justify discrimination in favor of one species over the other.

McGovern Picks Dickson As Broker in Boston

Appointment of Walter S. Dickson Associates, Boston, as sales representative of McGovern and McGovern in the New England territory was announced early in June by E. B. McGovern, head of this widely known Seattle salmon brokerage house.

The Dickson Company has a number of nationally-known food accounts, including Franco - Italian Packing Co., Terminal Island, Calif., for tuna and mackerel.

"Hot and Cold" Tuna Promotion Completed

The Tuna Research Foundation completed an advertising and public relations program July 31 on the theme, "Some like it hot—Some like it cold," which ran from June 15. It was in conjunction with the National Macaroni Institute, to promote sales of canned tuna and macaroni for a variety of combination dishes.

Weissich Is Breading Fillets in Blocks

Breaded frozen fillets of rock cod, sole, cod, and ocean perch is a new product being produced by Theo. Weissich Fisheries, Eureka, Calif.

The product doesn't need thawing by the housewife; all she has to do is put the pieces of fish in a frying pan or in deep fat and turn on the heat.

After the fish is filleted in Weissich's modern mechanized fillet room, it is frozen in blocks. From the freezer the blocks are brought to a woman operating a power meat saw which saws the blocks up into 2-oz. individual pieces. These are dipp batter and breaded by hand.

Then six uniform pieces are pa in 12-oz. Fibreboard cartons. cartons are then wrapped in at tive cellophane wrappers on a F age Machinery wrapping machin

After the individual packages been filled with the breaded blocks, closed and wrapped, the into the Baker plate freezer for freezing under pressure. Rem from the plate freezer, the cons packaged are packed in Fibre shipping cartons.

Formulas for the batter and b ing material were developed by Weissich specially for this opera

Breaded Frozen Abalone Steaks Reach Market

A new packaged, frozen and re to-cook, fish product in Southern fornia is Clancy's frozen breaded lone steaks. Veterans Fishery of Beach is the processor. Each pac contains four steaks. The w over-wrap, printed in red and g on a yellow background, is sup by Western Wax Paper Divisio Crown Zellerbach. "Golden - I breading material is used.

Gary Castle Stix recently joined th of Robert L. Stix, Inc., food products representatives of New York City weighed 7 lbs., 8 oz., when he check according to father **Robert L. Stix,** puts the new member and first child Stix firm in the fancy classification.

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Alaska and
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Salmon
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"Sea Diver"

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For good fishing and good profits, stow aboard a good SEA KING cotton net or one of our many types of Gill Nets, as indicated on the left.

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NEW: Prime Quality!

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Rubber clothing designed with all the features that commercial fishermen, who constantly wear-test our garments, tell us are desirable and useful. Vulcanized watertight seams, roomy cut for maximum comfort; specially developed compounds provide greater resistance to sun, water and abrasion. In 3 colors: Black, Yellow, Olive Drab.

U.S. SQUAM HAT
- reinforced watershed brim

U. S. MARINER SUIT
- **Strong fabric,** neoprene coating outside; inside, overalls have elastic insert suspenders, reinforcing knee patches, cut-off bands for shortening leg length if desired. S-M-L.
- **Collar cut for maximum comfort.**
- **Extra sleeve facing for longer wear.**
- **Sleeve "cut-off" prevents curling, raveling.**
- **Jacket has fly front.**
- **Eyelet drainage on side pocket.**
- **Rust-resistant hardware throughout both garments.**

TRAWLER BOOTS
- black thigh
- felt lined
- "Fin-Guard" vamp

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UNITED STATES RUBBER COMPANY
Rockefeller Center • New York

Spongex floats on your nets give you a choice — either use fewer floats, or use the same number for greater buoyancy.

Molded of cellular plastic each ounce of float supports 9½ ounces. Usage does not affect buoyancy. Spongex floats never need drying out since they absorb no water, even when punctured.

The smooth surface of a Spongex float needs no tarring or protective coating. This, combined with its oval design, helps reduce tangling on lines and nets.

A Spongex plastic float won't rot or crumble. Compressed under 25 tons weight, the float returns to shape undamaged a few minutes after pressure is released. Resistance to abrasive wear on the lines is excellent.

Start replacing worn out floats with new ones made with Spongex cellular plastic. You'll buy fewer replacements in the years ahead.

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ANOTHER SPONGEX® PRODUCT

Halferty's Aberdeen Pl Gives Way to Bridge

The Pioneer Cannery, Inc., in deen, suspended operations t arily in mid-June because the b occupied by the company is razed to make way for the b district approaches to the new halis River bridge.

The firm, owned by Guy P. H of Seattle, one of the pioneer s packers on Grays Harbor, w gaged almost exclusively in the ing and processing of razor cl

Canning machinery was shift storage and future plans of the Harbor operations are underst be dependent on the outlook f razor clam commercial digs an mercial markets.

Mr. Halferty first began ope in the area about 40 years ago commercial digging of razor was unrestricted. In more recen commercial quotas have been lished by the state fisheries d ment and are adjusted annual lowing biological studies.

B. C. Razor Clams Sell Readily in U. S.

Shortage of razor clam sto the United States in recent m has been a big advantage to Charlotte Fisheries, Ltd., at Massett, Queen Charlotte I B. C.

Sales to the United States m of these Canadian-produced clams have totalled 5,000 case Sam Simpson, manager of th nery, says that this is a reco the operation.

On the other hand, the mark canned crab has been anythi good, owing to the increasing petition of Japanese crab, an situation is being felt by other Columbia canners of shellfish a

Angelo D'Aquisto Dies

A link with early days in fishing in Alaska snapped last in San Francisco with the de Angelo D'Aquisto, 73.

Mr. D'Aquisto, who was b Porti Cello, Italy, first went to as a fisherman in 1899 and b he had made 50 trips. He wa fisherman for the Red Salmon 33 years, continuing under d managements.

He is said to be responsible troducing many modern inno in fishing salmon in Alaskan and is reported to be the first introduce the "monkey" boa

For many years Mr. D'Aqui resented the Adams Net & Tw in northern California, Tubbs Co. and other lines. He was a of the late Angelo D'Aquisto, of A. D'Aquisto & Sons, M fishermen's supply and eq house.

rt D. Ladd Chosen . General Manager

rd Cunningham, president of ific Marine Supply Company, has announced that the of directors of the company pointed Robert D. Ladd vice nt and general manager ef- August 1.

Ladd comes to his new post an Francisco, where he has acific Coast manager for the th Cordage Company.

rmerly lived in Seattle where me widely known to the ma- d fishing trade as Northwest ntative of the cordage com-

Ladd was born in Vermont and sed in the New England area. graduate of Duke University, ied and has four children.

g World War II he served as r in the United States Navy. service he spent considerable the South Pacific and on the the commander of amphibious here.

Stoppages Inflict y Loss on Packers

the earnings of a major fish- company can be adversely by market decline and other ting conditions" is graphic- strated in the annual report sh Columbia Packers, Ltd., by John M. Buchanan, presi- nich shows that an operating nearly $2,000,000 in the year larch 31, 1952, was followed perating loss of more than 00 in the year ended last 1.

d of income taxes paid in the g year is being claimed, ould leave the net loss for the ar $713,918. The company's talled $33,362,483 last year, d with $41,032,693 in 1952.

Buchanan points out that a loss was common to numer- ng companies during the peri- r review, but that in British a industry was seriously l by no less than five stop- f operations due to disagree- tween fishermen and packers ng the prices to be paid.

ve enter the 1953 producing similar problems are still with product prices must be lower - that the finished products mpete in present markets. he representatives of fisher- rganizations and fishermen e that they cannot change ket but must adjust their prices to the market, such s can be eliminated."

U. S. salmon distributors d large quantities of B. C. lmon last year to meet a shortage, Mr. Buchanan at continuation of this busi-

Robert D. Ladd, who became vice president and general manager of the Pacific Marine Supply Co. August 1.

ness cannot be expected. The 15% ad valorem duty is still a formidable barrier, and experience has shown that the U. S. buys canned salmon in Canada only when there is a shortage in its own market. The Canadian market continues to be the largest single outlet for B. C. canned salmon.

Early Herring Fishing Proves Unusually Good

Surprisingly good herring fishing was found in Southwest Alaska during the early part of the season, and before the middle of July daily deliveries of as much as 5,500 bbls. per plant had been reported. This is from five boats.

Only two herring plants are in operation in the territory this summer: Storfold & Grondahl Packing Co. at Washington Bay, and Buchan & Heinen Packing Co. at Port Armstrong.

Even the best of fishing cannot keep Alaska herring production output as a whole from being anything more than light.

Fish oil markets continue weak, but the world market for fish meal is said to be strong; and Great Britain is known to have purchased a substantial quantity of Atlantic menhaden meal early this summer, substantially reducing the quantity available for domestic users.

Frank Pomilia recently equipped his San Francisco combination boat **Josephine** with a Bendix DI depth recorder purchased from and installed by Shore Line Diesel Maintenance, Fishermen's Wharf.

The **We Three** out of Los Angeles Harbor has been equipped with a 12-volt Bendix depth recorder, Model DR 10 by Fellows & Stewart, Terminal Island.

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Archer "S"

IS BY USING

Archer "S"

America's Finest

SOYBEAN SALAD OIL

PREMIUM FLAVOR AT NO EXTRA COST!

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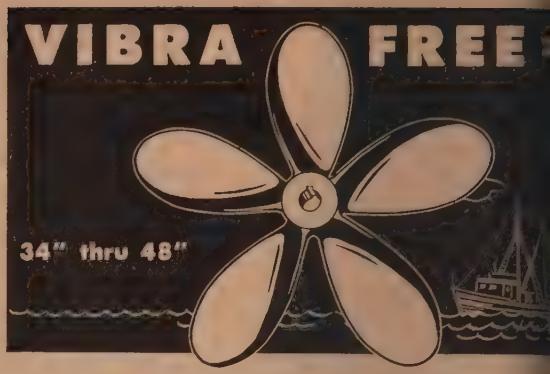

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If you want to get rid of the excessive vibrat that ruins nerves as well as hull and fittings, he the way to do so completely . . . change to new, thoroughly proven FEDERAL "VIBR FREE" 5-blade wheel. And, as a bonus, you get considerably more speed and greater f economy. Requires no change in R.P. diameter or pitch, and the cost is little m than a 3-blade standard wheel. See y FEDERAL dealer, NOW! It will pay y

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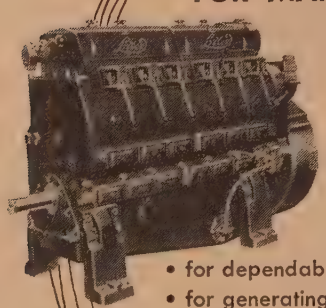
FOR MARINE SERVICE



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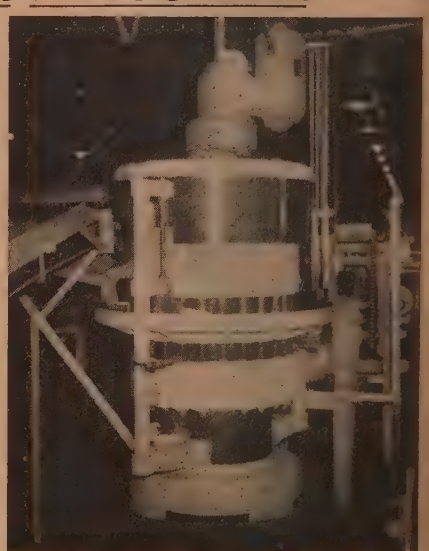

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Engineers and Designers to the Food Packing Industry
P. O. BOX 1332 WARRENTON, O

ckliffe Rose, who in July
e president of The Linen
Co., succeeding D. L. Mal-
who retired after a career
years with the company.

Succeeds Malcolm
nen Thread Head

ickliffe Rose became president
inen Thread Company, Inc., in
ith the retirement of D.
Malcolm from that post.
ose, formerly assistant to the
t of the American Viscose
tion, came to Linen Thread
as general manager, and he
Malcolm have been working
together in the interim period
are for a smooth transfer of
inistrative command on Mr.
's retirement.
six years old, Mr. Rose has
pioneer in the development
e of rayon yarn and staple
long been a recognized leader
eld of textile development. He
ed as chairman of the board
extile Research Institute and
uthor of books and articles
netic fibers.
Mr. Malcolm, his retirement
o an official end a fifty-year
vith Linen Thread, a period
as seen him also play an in-
role in the textile industry.
1, Mr. Malcolm became man-
the Barbour Mill in Paterson
1932 he joined the Board of
pany. Appointed vice-presi-
manufacturing in 1939, he
d Frederick K. Barbour as
t in 1947.

Hill's 38-foot **Devi-Dee** has been
l with a General Motors Series 71,
-hp. diesel, with 3:1 reduction.
was supplied by the San Diego
r. General Truck and Engine Co.

a clipper **Senator**, which burned
while docked at San Diego, is now
Sportfishing Landing in Long
esumably for dismantling.

Seufert Cannery Sold For Development of Dam

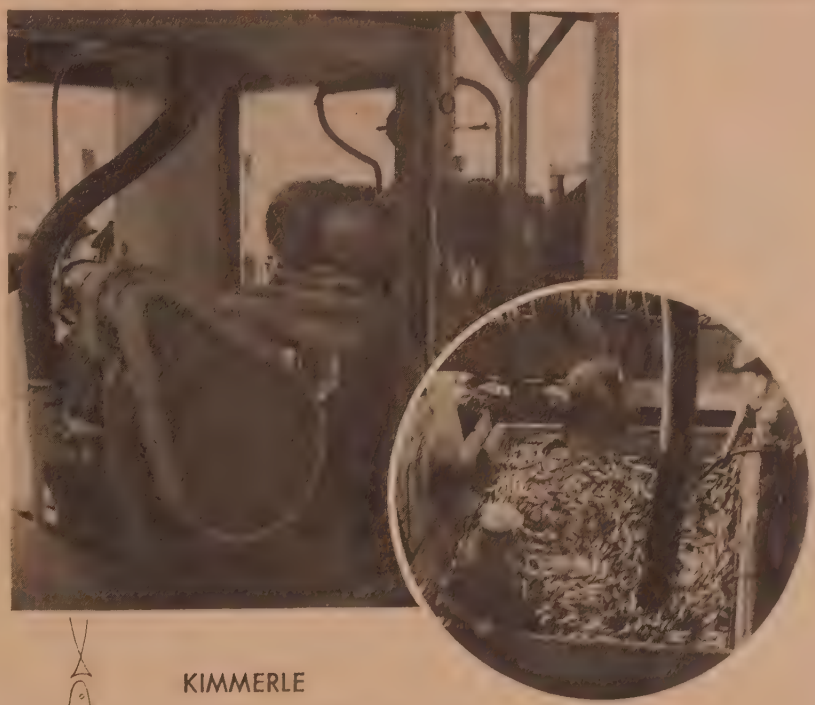
Included in the property purchased by the Federal government in connection with the construction of The Dalles dam projected for the Columbia River is the Seufert Bros. cannery at Celilo, together with 1,500 acres of Seufert property.

Purchase price for the Seufert plant and property was $651,900. The cannery was a famous establishment on the Columbia River for many years, and is believed to have been the furthest-upstream of any successful cannery. Most of its fish were derived from fishwheels, and after this form of gear was forbidden on the Columbia the importance of the Seufert pack declined, although Indian fishing operations and some gillnetting kept it a factor to the present. Its pack in 1952 was 7,121 cases.

Washington Packing Co. Operator Passes Away

Henry Fredericks Schwartz, 75, long-time Grays Harbor resident and cannery operator, died in an Olympia hospital late in June. He was born in Germany, came to the United States as a young boy and settled in Grays Harbor 40 years ago.

Mr. Schwartz operated the Washington Packing Co., Aberdeen, from 1922 until his death. There are no known survivors.



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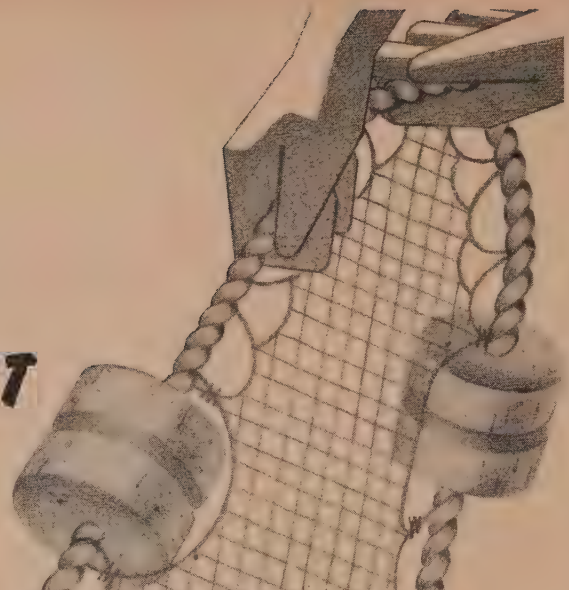
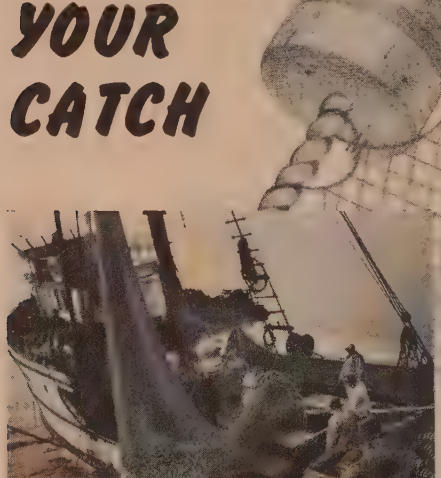


PROTECT YOUR CATCH



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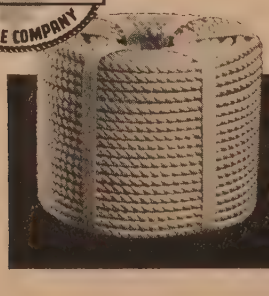

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Arnie Suomela Survey F.A.W.S. Alaska Functi

As forecast in this journa month, Arnie Suomela, Oregon tor of fisheries, on leave of ab at the request of Secretary o Interior McKay, is engaged this mer in studying the organizatio icies and operations of the Fis Wildlife Service in Alaska. H Seattle June 17 and will rema the Territory until early fall, m his report direct to Secretary M

Mr. Suomela spent several da Washington before going north sulting with the Secretary and ranking officers of the Departm the Interior, as well as with Jo Farley, new director of the Fis Wildlife Service.

From Seattle, where he sp couple of days, Mr. Suomela first to Ketchikan and then t neau; flying later to Bristol Ba the season there. He expects to all of the principal salmon-prod districts in turn during the portion of their seasons.

He emphasized in Seattle th assignment was one of study and that he had no authority sponsibility with respect to the rent' seasons and regulations.

California Albacore Ru Starts in Early July

The long-awaited domestic core season began off Southern fornia and in waters offshore Mexico in late June. A fleet esti at 1,000 or more boats had ga at San Diego from ports all the Pacific Coast to Alaska. I price agreed upon by canneries the marketing co-ops was $40 ton. Last year's opening pric $350; later hiked to $400.

Opening with the customary flurry, Longfins were seen from lina to San Martin Island, but caught in vicinity of the latter the run slowed down; but pick again in mid-July. Last yea Southern California Albacore extended until late in the fa produced some 23,000 tons.

Gosse Named Agent For Steamship Line

The F. A. Gosse Co., Seattle s distributors, in June was app Pacific Northwest agent for the continental Marine Lines of Pa operating a transpacific fr service.

Dwight Hill is manager Gosse firm's shipping departme der the general supervision o A. Gosse, who devotes his perso tention largely to the firm's business.

The Monterey purse seiner St. pher, Joe Giamona, managing part been chartered to **Anto Kuran,** San who will fish tuna with her.

EDERAL IMPACTS ON FISHERIES

nt Federal Policy on ol of Fishing Intensity

nd Wildlife Service policy with respect to control sity of Alaska fishing effort has been highly un- r since Oscar Chapman repudiated Al Day and Bristol Bay to power boats after the Service for ad contended this would not be done before those ble for the resource had the authority to control of exploitation.

e thinking now is inclined to question the legality ossible method save perhaps a requirement which rovide that each fisherman elect an area of opera- fore the opening of the season, and that he must his fishing to that area.

such a system of course would not prevent ex- ear concentration in areas expected to provide the ing, it would prevent the shifting of mobile gear e area to another, with resultant multiplication of ive concentrations of fishing effort.

ver, there is little question but that it would stand urt.

omething of this sort be tried? That's largely r. Farley.

ct Research Favored

ilities of Federal agencies contracting their re- rograms, or at least specialized, particular as- them, evidently is being accorded close attention hower administration leaders—particularly those e come from private industry. Undersecretary udor, one of the nation's leading engineers, is rly outspoken on the point; and about the same arles E. Wilson, Secretary of Defense, ordered further research projects for that department be en by government agencies. This was generally ed as meaning that the former General Motors ected to contract such research with specialized scientists and laboratories of universities and research institutes.

Mr. Tudor said he was convinced that contracting scientific studies produced better research at lower cost. He said he had been told that the Department of the Interior did not have the legal right to make such contracts—which he doubted, inasmuch as he knew of a contract for study of means of converting salt water into fresh. In any event, Mr. Tudor said if they didn't now have the legal right they'd set-out to get the law changed.

(Someone evidently had been holding out on Mr. Tudor. The Fish and Wildlife Service has a contract for studies of means of destroying the sea lampreys in the Great Lakes by electrical means. Another has been made with the University of Hawaii with a view to developing artificial attractants for tuna.)

Contract research may meet with something more than passive resistance in Interior. One research chief in an agency of the Department told *Pacific Fisherman* that he bitterly opposed such research, and that the government is being "terribly cheated" in many contracts for scientific studies.

Research Function Separate

Assistant Secretary Lewis seems inclined to feel that there should be a distinct division between research and its application to administrative problems; that too often fishery research has been limited to laying the groundwork for the regulatory requirement of the moment, rather than to attack the over-riding problem.

No question was asked as to how the extended research visualized by Interior's tops is to be financed under the Eisenhower economy program, with the Fish and Wildlife Service budget trimmed $2 million down to $11 million.

The impression was gained, however, that time might produce a reduction in some fields of function deemed to duplicate those of other Federal departments, such as Commerce and State.

e Strait Crabs d to Grays Harbor

taken in Hecate Strait, off adian coast, are being proc- the Grays Harbor Crab Co., at Aberdeen, Wash.

rst delivery, 434 dozen, ar- e in June aboard the *Gary* ys Harbor fishing boat skip- Richard Graham, Aberdeen. is a partner of Gene and liams, father and son, in the arbor Crab Co. Williams, in f the cannery, said the crab as just getting into swing Hecate Strait area and the hough good, was not as high uld be in the next few weeks.

ipper, with Normand Winter sano as master, also is fish- an waters for the company. ts are owned by Graham and iams.

id the time-consuming runs Washington coast the two re to make future crab de- at Port Angeles where the ll be loaded on trucks and to Aberdeen.

of the crabs are put into friction top cans and sent out packed in ice to fresh markets.

When in full scale operation the company employs about 40 cannery workers, most of whom have worked for the company since it opened in 1949.

Gary Den and *Skipper* fished off Grays Harbor for crabs earlier this year.

Jack Mackerel Pack Tops '52 at Half-Year

Canned mackerel production was running some 8% ahead of last year as the first half of 1953 ended. During the early part of July deliveries were increasingly heavy to plants in and around Los Angeles Harbor.

With June adding 4,564 tons to the year's total, the mackerel catch, mostly Jack, had totaled 16,500 tons, as compared with 1952' six-months' gross of 14,738 tons. The pack, in 1-lb. talls, 48s, was 300,000 against 214,000 cases, in round figures.

While Pacific mackerel was becoming practically a memory, seiners were finding the Jack variety over wide areas off Southern California. Fishermen were receiving $70 per ton for Jack.

Canned mackerel continued to be a "hot" item in the national sales markets, and Southern California packers were unable to build up any inventories that might be a safeguard against a decline in yield later in the year. Wholesale prices for Jack—no Pacific was quoted—were firm and were a spread between $8.00 and $8.50 per case, F.O.B. western terminals.

Carmelo Sollecito Passes

The many friends of Carmelo Sollecito, 58, a well known figure in the Monterey fishing and fish canning industry were saddened to learn of his death last month at his home.

He was a native of Siracusa, Italy, and came to Monterey in 1922. Until 1945 he engaged in fishing both at Monterey and in southern California waters. Later he became associated with Enterprise Packers, and from 1948 until stricken with illness in 1951 he was a partner in the firm.

He leaves his wife, Mrs. Adeline Sollecito, and among his nephews and nieces, are Sebastian "Buster" Sollecito, owner and president of Enterprise Packers in Monterey.

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700-800 Watt Plant (Item 44) same as above but larger engine..... **$169.95**

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1500-1700 Watt Plant (Item 20) Similar to Item 24, but has three times more capacity. Wt. 173 lbs. Factory price..... **$279.50**

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da Fishery Research tion Policy Changes

manship of the Fisheries Re- Baord of Canada, to accept Dr. John L. Kask recently re- as assistant director of the ish and Wildlife Service, rep- a change in status of that

position which Dr. Kask ac- as chairman of the Fisheries h Board of Canada represents e in status of that office.

g its past session the Cana- ouse of Commons passed a sheries Research Board Act, ng the membership of the rom 15 to 19 and providing ointment of a permanent, sal- hairman, necessitated by the pressure on the office which sly had been held by Dr. G. B. Queen's University, Kingston, r. J. R. Dymond, University nto, as vice-chairman, both without remuneration. Both en will continue as members oard.

Fisheries Research Board, its seven main stations, con- id controls investigations into s connected with marine and ter fisheries. Four of the sta- rry out biological research on ulations and methods of fish- ile three experimental sta- al with such technological s as canning, refrigeration, on of meal and quality con-

ask will be responsible for cution of the program laid the board's executive com- t its annual meeting. An in- effort is to be made to ac- ose in the industry with the f the research work, so that rd's findings can be given application by fishermen and g industry.

oung, who has been em- by the Fisheries Research since 1929, received his at the University of Saskat- He was principal research with the board's Pacific ex- al station in Vancouver until s ago when he went to Ot- scientific advisor to the chair- he board. He has specialized in refrigeration, especially in ation to rail transportation.

rie Ann, a seiner owned by A. R. as been repowered with a GM 1. The Wrangell Machine Works he engine for the owners.

Dr. John L. Kask, who resigned in June as assistant to the director of the United States Fish and Wildlife Service and accepted appointment as permanent chairman of the Fisheries Research Board of Canada, with headquarters in Ottawa.

2-Million-Case Pack Of African Pilchards

South Africa expects this year to can about 2,000,000 cases of pilchard sardines, large in 1-lb. tall cans, and of a quality which will make them readily acceptable in markets which formerly consumed large quantities of California sardines, according to J. R. "Jim" Townsend who is again in San Francisco after spending five months in South Africa on his annual visit to fishing companies in that area.

He can be called one of the pioneers in the development of the South African pilchard fishery, having planned the first modern plant there in 1947 and closely followed most installations in the following years. He told *Pacific Fisherman:*

"The pilchard industry of South Africa and S. W. Africa is now stabilized, with catches controlled at about 500,000 tons per year. The present fishing fleet is considered adequate with no additional boats to be taken on by the 17 plants located along the west coast in the St. Helena Bay and Walvis Bay areas.

"In recent years the emphasis has changed from straight reduction to utilizing more and more pilchards for canning. Every plant is now equipped with canning facilities. This year an estimated production of close to 2 million cases will be packed, about 75% in tall cans. However, the trend is towards increasing the volume of ovals as well as 8-oz. buffet cans. As to quality, we are assured that the South African canned pilchards are equal to the former California sardine pack, each shipment having to pass a rigid inspection before permitted for export.

Jim Townsend is no stranger to the Pacific Coast, having been graduated from the University of Washington, College of Fisheries in 1927. He spent many years in B. C. and Alaska with The Canadian Fishing Co. and New England Fish Company. In 1945 he went to Peru for Wilbur-Ellis Company at the time the tuna fishery was being started in that country. He was also in Monterey for a period before commencing present duties as technical advisor for fishing firms in South Africa.

B. C. Whale Meat Frozen for Pets

Pacific Sea Products, Inc., of San Francisco has leased part of the Paragon Packing Co. cannery in Hoquiam and has established there the first plant in the country to process whale meat as a food, according to Otto Weissich, president of the firm.

Whaling played an important part in Grays Harbor's economy more than 30 years ago. New activities began with the unloading of 100 tons of whale meat from the motor vessel *Iceland,* which is owned by Erling Thomasson and has a complete refrigeration system in the 120-ton capacity hold. The delivery came from the Coal Harbor whaling station of B. C. Packers, Ltd., on Vancouver Island.

Weissich said the processing project will be a $70,000-to-$100,000-a-month business six months of the year. He said the whale meat consists of high protein, fat-free loins which are to be ground in a Swedish grinder, packed into one-pound cartons, quick-frozen and marketed under the brand name "Moby Dick" whale meat, primarily as a dog and cat food.

Some of the whale meat has been purchased by the Washington fisheries department for hatchery food and deliveries also are being made to a broker who will ship it to mink farms in several western states. Ten trucks will handle the out-of-area deliveries.

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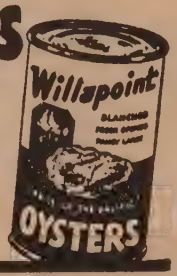

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LINES and LEADERS

International Paint Advances Carambat to Pacific Post

Directors of International Paint Co. (California), Inc., recently chose John E. Carambat, Jr. (formerly Southern District manager in charge of New Orleans branch), executive vice president in complete charge of operations at South San Francisco, Calif. His election becomes effective September 1, 1953.

William R. Lamb, formerly assistant Southern District manager of International Paint Company, Inc. at the New Orleans branch office, has been appointed to the office of Southern District manager.

Also, Thomas M. Reinhardt has been appointed Sales Representative, with headquarters at New Orleans branch office, effective July 1, 1953.

Walter Humes Acquires Lilygren's Southern Interest

Walter T. Humes, well known Southern California manufacturers representative for marine lines, recently purchased the interest of A. J. Lilygren in Southwest Lilygren, Inc., of which Mr. Humes was a co-owner and manager.

Name has been changed to Walter T. Humes Company, with address at 230 E. Anaheim, Wilmington, Calif. Among the many marine lines handled by the company are:

Marine Products Company, pumps; Darling Mfg. Company, valves, etc.; Stow Mfg. Company, flexible couplings, etc.; Manhattan Marine & Electric Company; marine hardware; G. Walter Machine, reduction drives, etc.; Krassl Company, strainers; Ketchum & McDougall, Inc., "Aqua-Meter"; Federal Marine Motors, engine

National Starch Revises West Coast Personnel

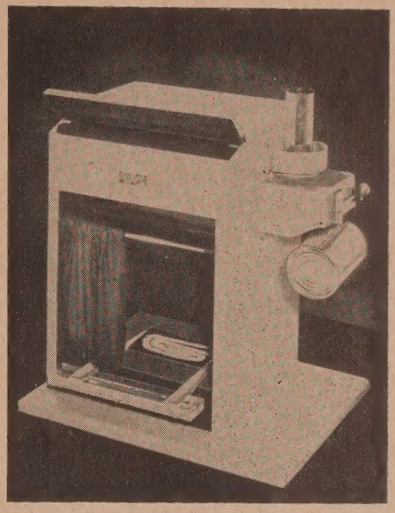
Several changes in the technical and sales personnel on the West Coast have been announced by Don Pascal, vice president, National Starch Products, Inc. Robert L. Burk, who has been covering the Seattle sales territory since the middle of 1950, has been promoted and will return to the Los Angeles area, where he will be sales supervisor. Before 1950 he had been located in the San Francisco and Los Angeles offices in a technical capacity.

Fred T. King will handle sales in the Pacific Northwest with headquarters in Portland.

Joseph J. Ducharme is being transferred from the New York laboratory to the San Francisco technical service department.

New 48-Page Booklet Offered by Murphy Diesel

A new 48-page booklet offered by Murphy Diesel Company gives detailed descriptions of engineering design features to look for in diesel engines. In addition, ratings and descriptions of Murphy Diesel models are presented. Nineteen pages of photographs of typical installations are also shown. Copies are available without charge from Murphy Diesel Company, 5317 W. Burnham St., Milwaukee 14, Wisconsin.



Magnifying projector used by Continental Can Co. in its new double end seam evaluation program is shown here in operation, with a test can in the specimen vise at the right. The light-shielding curtain covering the viewing chamber is drawn aside to show the magnified image of the double end seam cross section. The open slot at the top is the viewing point for the examiner, who measures the image with the calipers at the bottom. Continental's magnifying projector is one of the latest scientific aids to superior can manufacture.

Sal Ortisi, skipper of the San Francisco combination boat **Josie Ortisi**, has repowered his boat with a "Cat" D311 marine diesel engine, purchased from the Thomas A. Short Co., San Francisco.

The new "Cat" is equipped with a 3-1 Snow & Nabstedt reverse and reduction gear, and Mr. Ortisi also purchased a new monel shaft, Pitchometer propeller, and Goodrich cutless bearings from the Short Company.

The new "Cat" D311 replaces a "Cat" D3400 which the Thomas A. Short Co. sold Mr. Ortisi more than 13 years ago. This old engine is being replaced because Mr. Ortisi wants more power and speed.

Hanchette Boat Shop of San Pedro reports a busy season of manufacturing and installing one and two-spool net gurdies and stern net rollers on commercial fishing boats using lampara and other nets in the Southern California commercial fishing fleets.

RICAN SAMOA OFFERS ISH CANNERY LEASE

Government of American Samoa offers se a fully equipped fish cannery in an Samoa. Bidders must be U. S. citi- nationals; or if a corporation, 75% tock or interest must be held by U. S. or nationals. The cannery facilities con- buildings (each about 200' x 50') and dormitory building on approximately es of fenced land, two piers, modern ent for hand-packing tuna and process- te into fish meal, and cold-storage fa- Estimated production capacity is 1,000 f canned tuna per day. Dock facilities cal labor supply are adequate, and d utilities are installed. Proposed lease years, with option to renew. The U. S. of Customs has determined that under laws foreign-flag fishing vessels are hibited from landing in any port of an Samoa fresh or frozen fish taken on h seas and U. S. vessels may land fish rican Samoa transferred on the high m a foreign-flag ship. Fish canned in an Samoa become the product of an Samoa and, under existing laws, er the United States duty free. A copy al invitation for bids and the proposed ncluding a list of the equipment in nery, may be obtained from the Direc- ice of Territories, Interior Dept., Wash., Bids must be received in Washington . 14, 1953.

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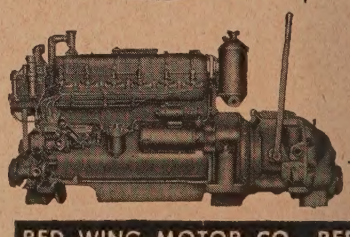

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